

Statement of Financial Results of Irrigation Works in Bengal, based on Actual Receipts for and to end of 1883-84—continued.

	PRODUCTIVE PUBLIC WORKS.										WORKS OTHER THAN PRODUCTIVE PUBLIC WORKS.										REMARKS.					
	Works in operation.										Works in abeyance.					Works suspended.						Works in progress.				
	Minapore Canal.		Hidgeloe Tidal Canal.		Sone Canals.		TOTAL.		Tirhoot Hooghly Project.		TOTAL.		Damoodah Project.		Sarun Project.		Orissa Coast Canal.		TOTAL.							
	R	Rs	R	Rs	R	Rs	R	Rs	R	Rs	R	Rs	R	Rs	R	Rs	R	Rs	R	Rs						
WORKING EXPENSES.																										
For the year	{ Direct																									
	{ Indirect																									
TOTAL																										
To end of year	{ Direct																									
	{ Indirect																									
TOTAL																										
NET REVENUE.																										
For the year	{ From direct returns only																									
	{ From direct and indirect returns																									
To end of year	{ From direct returns only																									
	{ From direct and indirect returns																									
SIMPLE INTEREST AT 4 PER CENT. ON CAPITAL OUTLAY (INCLUDING INTEREST WHILE WORKS WERE UNDER CONSTRUCTION).																										
For the year																										
To end of year																										
DIFFERENCE BETWEEN NET REVENUE AND INTEREST.																										
For the year	{ If credit be taken for direct returns only																									
	{ If credit be taken for indirect returns also																									
To end of year	{ If credit be taken for direct returns only																									
	{ If credit be taken for indirect returns also																									
GRAND TOTAL.																										

(c) Exclusive of Rs 97 paid in England.

General Abstract of Financial Results of Irrigation Works in Bengal, based on assessments for the year 1883-84.

	CAPITAL OUTLAY.		REVENUE ACCOUNT, 1883-84.								Charges for interest, 1883-84.	PERCENTAGE OF NET REVENUE ON CAPITAL OUTLAY TO END OF 1883-84.		
	During 1883-84.	To end of 1883-84.	Revenue receipts.			Working expenses.			Net revenue.			Direct.	Indirect.	TOTAL.
			Direct.	Indirect.	TOTAL.	Direct.	Indirect.	TOTAL.	From direct re- turns.	From indirect re- turns.				
PRODUCTIVE PUBLIC WORKS.	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Works in operation.														
Canals.	6,54,226	2,13,28,226	1,97,213	...	1,97,213	(a) 2,92,690	12,840	3,05,530	(-) 1,09,317	(-) 1,08,317	8,09,762	(-) 0.50	...	(-) 0.50
Barpore canal.	1,86,397	83,91,066	2,81,554	...	2,81,554	2,15,646	7,940	2,23,586	57,968	57,968	3,21,645	0.09	...	0.09
Police tidal canal.	...	18,38,077	63,590	...	63,590	46,581	1,512	48,093	15,497	15,497	70,908	0.54	...	0.54
Canals.	6,04,421	2,52,11,036	8,61,909	...	8,61,909	5,14,477	27,682	5,42,159	3,19,750	3,19,750	9,58,443	1.20	...	1.20
TOTAL.	14,45,038	5,67,68,405	14,04,266	...	14,04,266	10,00,394	40,974	11,19,368	2,84,806	2,84,806	21,60,758	0.50	...	0.50
WORKS OTHER THAN PRODUCTIVE PUBLIC WORKS.														
Works in abeyance.														
Not project.	...	6,06,075	...	...	...	...	...	...	...	...	...	...	...	...
Only project.	...	1,45,242	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL.	...	7,51,317	...	...	...	...	...	...	...	...	...	...	...	...
Works suspended.														
Godah project.	(-) 1,200	1,68,795	...	...	...	...	...	...	...	...	...	...	...	...
Works in progress.														
Project.	(-) 13,888	6,91,106	23,041	...	23,041	23,401	665	24,066	(-) 1,025	(-) 1,025	...	(-) 0.15	...	(-) 0.15
Coast canal.	(b) 5,73,644	24,01,136	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL.	6,69,756	30,92,242	23,041	...	23,041	23,401	665	24,066	(-) 1,025	(-) 1,025	...	(-) 0.15	...	(-) 0.15
GRAND TOTAL.	21,13,594	6,07,69,759	14,27,307	...	14,27,307	10,92,795	50,639	11,43,434	2,83,873	2,83,873	21,60,758	0.46	...	0.46

(a) Exclusive of Rs. 427 paid in England.

(b) Includes Rs. 50,000 for Famine Relief and Insurance.

Comparison between Rainfall in Khureef and Rubbee seasons for the year 1883-84 and 1882-83.

	KHUREEF.							RUBBEE.							TOTAL OF YEAR.	REMARKS.
	June.	July.	August.	September.	October.	November.	TOTAL.	December.	January.	February.	March.	April.	May.	TOTAL.		
	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.		
{ 1883-84	17.86	11.06	9.05	9.01	0.79	...	48.67	0.90	0.10	0.66	...	0.96	1.55	4.11	53.78	
{ 1882-83	6.16	25.39	15.00	16.81	8.19	2.63	74.17	...	...	0.13	1.15	0.03	4.69	6.00	80.17	
rainfall for 28 years	...	...	...	...	...	...	...	...	...	...	...	...	...	...	57.19	
{ 1883-84	6.85	10.03	10.65	4.10	...	...	37.63	...	0.09	0.29	0.17	0.97	6.09	7.61	45.24	
{ 1882-83	9.01	13.69	12.09	9.37	6.53	0.62	51.31	...	2.20	0.66	1.92	3.41	1.21	9.40	60.71	
rainfall for 16 years	...	...	...	...	...	...	...	...	...	...	...	...	...	...	53.39	
{ 1883-84	5.87	18.61	12.31	6.12	0.13	...	43.04	1.48	0.30	0.17	0.72	1.58	6.33	10.68	53.62	
{ 1882-83	8.25	7.35	6.80	7.56	6.09	0.47	37.12	...	0.33	1.58	2.37	2.00	4.21	10.49	47.61	
rainfall for 14 years	...	...	...	...	...	...	...	...	...	...	...	...	...	...	54.50	
{ 1883-84	0.34	14.83	2.00	4.86	0.51	...	28.54	...	...	...	0.06	...	0.52	0.58	29.12	
{ 1882-83	2.80	4.72	10.63	3.53	4.16	1.28	26.12	...	1.40	...	0.65	...	...	2.06	28.17	
{ 1883-84	11.42	8.91	4.72	4.54	0.59	...	30.18	...	...	...	0.04	...	0.75	0.79	30.97	
{ 1882-83	4.10	7.34	13.28	2.79	4.63	1.45	33.59	...	1.43	0.06	0.25	...	...	1.74	35.33	
{ 1883-84	11.78	12.53	5.25	2.54	0.39	...	32.48	...	...	...	...	...	...	...	32.48	
{ 1882-83	8.58	7.46	7.19	3.76	4.84	1.23	63.06	...	1.60	...	...	0.18	...	1.78	64.84	

Comparative Statement of Irrigation in 1883-84 and 1882-83.

NAME OF CANAL.	AREA.			AREA IRRIGATED IN 1883-84.				AREA IRRIGATED IN 1882-83.				1883-84 COMPARED WITH 1882-83.	
	Area command- ed.	Area provided with distribu- taries.	Area for which distributaries have been constructed.	Kharof.	Babbar.	Perennial.	TOTAL.	Kharof.	Babbar.	Perennial.	TOTAL.	Increase.	Decrease.
Orissa Canals.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
Kendrapara canal, in- cluding extension and Gobri branch . . .	129,400	87,900	87,900	17,452	749	31	18,232	57,370	2,933	71	60,374	...	42,142
Pattamondi canal . .	51,250	...	...	5,436	17	...	5,453	11,939	155	...	12,094	...	6,641
Taldunda " . . .	15,250	15,250	15,250	1,054	243	22	1,319	16,323	359	37	16,719	...	9,469
Machgong " . . .	71,600	35,100	35,100	8,636	289	56	8,981	33,415	520	77	34,012	...	25,301
High level canal, 1st range . . .	62,600	44,730	44,730	12,174	83	3	12,260	14,105	132	7	14,244	...	1,984
High level canal, 2nd range (Balasore dis- trict) . . .	120,000	...	...	2,283	...	232	2,515	1,378	1	206	1,585	930	...
High level canal, 3rd range (Balasore dis- trict) . . .	57,500	...	...								
Total Orissa canals . .	507,600	182,330	182,330	47,035	1,381	344	48,760	128,530	4,100	398	133,028	930	85,196
Midnapore Canal.													
Under the Midnapore weir . . .	250,000	100,000	100,000	86,805	...	...	86,805	90,036	...	...	90,036	...	3,231
Under the Panchkoora weir . . .	67,000	23,000	23,000	10,721	...	...	10,721	10,947	...	...	10,947	...	226
Tidal reaches . . .	16,000	11,500	2,000	393	...	...	393	956	...	...	956	...	563
Total Midnapore canal . .	333,000	134,500	125,000	97,919	...	...	97,919	101,939	...	...	101,939	...	4,029
Sone Canals.													
Western main canal series . . .	1,322,354	983,314	657,440	197,097	92,043	6,674	295,814	113,242	13,973	13,839	141,054	154,760	...
Eastern main canal series . . .	406,155	307,610	263,840	47,481	7,261	58	54,800	29,308	2,026	1,436	32,770	22,030	...
Total Sone Circle . . .	1,728,509	1,290,924	921,280	244,578	99,304	6,732	350,614	142,550	15,999	15,275	173,824	176,790	...
GRAND TOTAL . . .	2,569,109	1,612,804	1,228,660	889,532	100,635	7,076	497,293	373,019	20,099	15,673	408,791	177,720	89,126

Statement showing the total Traffic during 1883-84 as compared with 1882-83, on the Orissa, Midnapore, and Sone Canals.

NAME OF CANAL.	NUMBER OF MILES OPEN.		NUMBER OF BOATS INCLUDING EMPTY.		TONNAGE OF BOATS.		VALUE OF CARGO.		TOLLS.	
	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.
ORISSA CANALS.	Miles.	Miles.	No.	No.	Tons.	Tons.	Rs.	Rs.	Rs.	Rs.
Taldunda . . .	27	27	1,935	1,902	33,102	20,510	1,54,318	67,265	3,902	2,387
Machgong . . .	4	4								
Kendrapara . . .	39	39	7,433	8,387	79,284	84,744	35,20,270	38,25,850	54,263	44,250
Ditto extension . . .	15	15								
Gobri . . .	15	15	2,552	3,362	14,457	18,066	5,58,855	6,52,400	6,766	6,752
High Level, 1st Range . . .	33	33								
Ditto, 2nd " . . .	12½	12½	1,118	1,862	11,228	17,723	1,41,355	1,70,140	3,458	3,597
Ditto, 3rd " . . .	19	19								
TOTAL . . .	164½	164½	13,425	15,507	142,093	145,685	43,98,758	47,59,655	69,559	69,559
SOUTH-WESTERN CIRCLE.										
Midnapore . . .	70	70	52,554	52,069	360,973	382,979	1,69,43,023	1,79,53,406	1,06,042	1,09,000
Hidgellee . . .	29	29	17,445	22,728	132,882	196,767	23,83,244	36,42,299	43,486	62,600
TOTAL . . .	99	99	69,999	74,797	493,855	579,746	1,93,26,267	2,15,95,705	1,49,528	1,71,600
SONE CIRCLE.										
Eastern Main and Patna . . .	86½	86½	3,230	3,202	33,971	33,574	21,62,595	21,07,265	22,772	22,200
Western Main . . .	21½	22	713	742	12,709	14,632	4,70,215	6,58,177	2,008	2,780
Arrah . . .	65	65	2,915	3,649	27,133	37,598	10,11,126	21,19,556	11,228	17,000
Buxar . . .	45½	45½	748	1,229	5,138	9,668	1,52,531	3,69,478	2,454	5,300
TOTAL . . .	218½	219	7,615	8,822	78,951	95,472	37,96,467	52,54,476	39,062	47,500
GRAND TOTAL . . .	482½	482½	91,039	99,126	714,899	820,903	2,75,21,492	3,16,09,836	2,58,549	2,77,750

PRIVATE TRAFFIC

Statement showing the Number of Boats, Class of Goods, Tonnage, and Value of Cargoes and Tolls levied on the Orissa Canals in 1883-84 as compared with 1882-83.

	NUMBER OF BOATS.		TONNAGE OF CARGO.		VALUE OF CARGO.		TOLLS.	
	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.
	No.	No.	Tons.	Tons.	₹	₹	₹	₹
Articles of food	3,249	4,632	40,356	49,486	24,10,338	24,67,538	27,157	24,266
Stimulants	4	7	23	29	2,600	2,450	10	11
Clothing	9	1	247	5	19,300	1,000	38	1
Staples of manufacture	164	205	1,950	2,915	5,19,650	9,97,956	1,358	1,529
Building materials	467	583	5,779	5,698	98,290	98,513	3,336	4,203
Live-stock	...	...	...	...	...	...	...	...
Fuel	61	93	599	1,120	1,160	2,058	301	435
Cooking utensils and other domestic implements	36	54	89	177	1,355	865	44	87
Miscellaneous	6,477	7,314	52,884	52,351	12,69,164	11,67,675	28,050	19,520
TOTAL	10,467	12,889	101,927	111,781	43,21,857	47,28,055	60,294	50,052
1883-84	{ More	2,422	...	9,854	...	4,06,198	...	...
	{ Less	...	...	...	...	...	...	10,242

Statement showing the Number of Boats, Class of Goods, Tonnage, and Value of Cargoes, and Tolls levied on the Midnapore Canals in 1883-84 as compared with 1882-83.

	NUMBER OF BOATS.		TONNAGE OF CARGO.		VALUE OF CARGO.		TOLLS.	
	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.
	No.	No.	Tons.	Tons.	₹	₹	₹	₹
Articles of food	22,329	23,769	238,609	313,490	60,85,386	79,32,941	87,611	1,00,596
Stimulants	1,428	1,198	12,642	11,899	8,52,461	7,46,309	4,605	4,107
Clothing	414	483	3,461	4,140	26,60,305	24,51,456	823	1,108
Staples of manufacture	1,191	2,740	12,567	37,077	33,48,107	93,19,960	2,901	9,178
Building materials	2,320	1,999	28,686	19,240	3,22,943	3,24,985	6,461	5,332
Live-stock	58	13	190	43	6,492	463	70	10
Fuel	826	984	14,128	19,487	1,06,089	1,20,589	4,346	5,381
Cooking utensils and other domestic implements	701	609	6,183	5,668	36,962	41,828	1,175	1,163
Miscellaneous	40,720	42,866	177,200	167,400	59,01,052	6,33,887	41,489	44,330
TOTAL	69,987	74,670	493,672	578,444	1,93,19,817	2,15,72,318	1,49,481	1,71,205
1883-84	{ More	4,683	...	84,772	...	22,52,501	...	21,724
	{ Less	...	...	...	...	...	...	...

Statement showing the Number of Boats, Class of Goods, Tonnage, and Value of Cargoes, and Tolls levied on the Soane Canals in 1883-84 as compared with 1882-83.

	NUMBER OF BOATS.		TONNAGE OF CARGO.		VALUE OF CARGO.		TOLLS.	
	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.	1882-83.	1883-84.
	No.	No.	Tons.	Tons.	₹	₹	₹	₹
Articles of food	1,417	2,317	21,364	36,240	10,21,466	20,96,280	9,634	14,951
Stimulants	220	223	3,296	3,099	5,17,152	9,87,702	2,010	1,888
Clothing	18	7	144	75	24,644	16,650	81	40
Staples of manufacture	804	1,090	16,869	20,815	10,87,410	13,21,949	9,456	11,712
Building materials	331	348	4,707	5,097	32,882	75,069	2,157	2,542
Live-stock	...	...	...	...	...	...	...	...
Fuel	72	116	951	1,191	8,466	10,154	197	389
Cooking utensils and other domestic implements	...	112	...	2,148	...	13,726	...	550
Miscellaneous	3,629	3,949	20,089	19,505	10,54,273	6,07,848	13,025	13,265
TOTAL	6,581	8,162	67,420	88,248	37,46,293	51,28,988	36,560	45,336
1883-84	{ More	1,581	...	20,813	...	13,82,695	...	8,776
	{ Less	...	...	...	...	...	...	...

GOVERNMENT

DEPARTMENT OF PUBLIC WORKS

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT THE PROVINCES

QUANTITIES PER RUPEE

		QUANTITIES PER RUPEE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
PROVINCES.	DISTRICTS.	Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Cholum, Jowar), <i>Holcus Soryum</i> .			Bairwah Millet (Panicum, Bajra), <i>Pennisetum Opuntia</i> .																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
		Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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MADRAS.	Ganjam	19	8	12	8	8	13	14	10	14	10	16	3	15	8	15	8	17	14

CE AND COMMERCE.

IA FOR THE 1st HALF OF JANUARY 1885.

WEIGHTS OF 80 TOLANS.

* In common use.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT

QUANTITIES PER 120

		QUANTITIES PER 100																			
PROVINCE.	DISTRICTS.	Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Choham, Lower), Holcus Joryham.			Bulrush Millet (Cumbo, Bala, Pennicillaria Sp.)				
		Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.		
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.		
BENGAL—continued.	Central Districts.																				
	Calcutta	16 4	16 4	12 8	18 8	18 8	18 8	8 4	8 4	7 0	11 6	11 6	11 0	11 8	11 7	20 0	18 0	18 0	0 0		
	24-Pergunnahs	16 0	16 0	13 5	18 12	18 12	18 12	8 0	8 0	8 0	17 12	16 0	16 0		
	Nuddea	17 4	17 4	16 12	35 8	31 5	31 5	12 13	12 13	13 5	13 14	13 14	15 4		
	Khoolna	16 0	16 0	14 0	18 0	18 0	16 0		
	Jessore	14 0	13 4	14 8	13 0	11 8	12 0	17 0	16 0	16 0		
	Moorshedabad	17 0	17 0	16 0	13 0	13 0	14 0	16 0	16 0	16 0		
	Dinapore	17 0	17 0	16 0	16 0	16 0	16 0	15 0	14 6	13 4	17 6	16 13	16 0		
	Rajahmudy	14 4	14 4	16 0	10 14	16 8	15 12	13 2		
	Rangpore	11 14	11 14	10 0	8 0	8 0	10 0	10 0	9 8	13 5		
	Bogra	12 0	13 8	15 12	10 8	10 8	9 12	17 4	17 4	16 8		
	Patna	19 2	18 12	18 0	8 4	8 4	8 6	14 4	15 0	14 4		
	Darjeeling	10 0	10 0	8 0	9 0	9 0	7 0	5 0	5 0	6 0	12 0	12 0	11 0		
	Jalpaiguri	13 0	15 0	10 0	20 0	13 0	20 0	13 0	14 0	13 0	16 0	18 0	16 0		
	Eastern Districts.																				
	Dacca	13 0	13 0	15 0	28 0	26 0	16 12	16 0	16 0	13 8	18 0	18 0	15 0		
	Furzedpore	16 0	20 0	22 0	34 0	34 0	30 0	14 0	11 0	14 0	16 0	12 0	15 0		
	Backergunge	13 4	13 4	13 0	18 0	18 0	16 0		
	Mymensing	13 0	13 0	13 8	13 0	10 0	10 0	17 0	12 4	16 0		
	Chittagong	15 0	16 0	11 0	14 0	14 0	13 0	17 0	17 0	17 0		
Nonkhilly	...	...	...	...	...	...	15 0	15 0	16 0	16 0	16 0	18 0	...	...	...	...	...	...
Tippurah	12 4	12 4	13 5	...	...	...	16 13	14 0	15 0	18 4	20 0	17 12	...	...	...	...	...	...
Chittagong Hill Tracts	...	...	...	...	...	...	12 4	11 6	14 0	13 6	12 4	16 0	...	...	...	...	...	...
Hill Tipperah	12 0	12 0	10 0	...	...	...	14 0	13 0	14 0	18 0	18 0	19 0	...	...	...	...	...	...
Behar.																					
Patna	22 0	22 0	20 0	32 0	32 0	21 8	10 8	10 8	10 0	21 0	21 0	13 0	...	...	...	...	...	...
Gya	16 8	18 12	15 8	23 0	22 0	21 0	9 8	8 12	10 0	14 0	14 0	13 8	...	...	...	...	...	...
Shahabad	20 0	19 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Durrhanga	19 4	19 14	13 0	...	27 8	18 0	11 0	14 8	9 0	14 14	16 8	13 0	...	...	...	...	...	...
Muzafferpore	20 0	20 0	16 0	24 0	23 0	25 0	13 0	14 0	9 0	16 0	16 0	12 0	...	...	...	...	...	...
Saran	19 8	18 4	17 8	23 0	23 0	24 0	8 0	8 4	9 0	18 0	18 8	13 0	81 0	82 0	23 0	...	...	...
Chumpran	17 0	16 0	17 0	23 0	20 0	...	12 0	14 0	10 0	18 0	17 0	15 8	...	...	...	...	...	...
Monghyr	23 1	23 1	17 13	21 0	21 0	21 0	11 9	10 8	12 9	15 4	14 11	13 10	...	...	...	...	...	...
Bhagalpur	20 13	21 2	16 6	17 10	20 3	22 11	12 10	11 0	12 10	14 8	13 14	14 8	...	...	...	...	...	...
Purneah	18 0	18 0	15 0	...	...	...	15 0	15 0	15 0	16 0	16 0	16 0	...	...	...	...	...	...
Maldah	20 0	20 0	20 0	...	...	...	12 0	12 0	14 0	15 0	15 0	16 0	...	...	...	...	...	...
Southal Pergunnahs	16 0	16 0	16 0	...	...	...	11 0	12 0	14 0	15 0	19 0	17 0	...	...	...	...	...	...
Orissa.																					
Cuttack	2 5	22 6	14 7	...	...	...	13 2	13 2	13 2	19 11	18 6	18 6	...	...	...	...	...	...
Pooree	17 1	17 1	10 0	...	...	...	16 12	13 2	14 7	21 0	19 3	23 10	...	...	...	...	...	...
Balasore	15 8	15 8	14 0	11 0	11 0	...	13 0	13 0	16 0	24 0	24 0	21 8	...	...	...	...	...	...
CHOTA NAGPORE.																					
South-Western Frontier Agency.																					
Hazribagh	15 0	16 8	15 0	15 0	15 0	...	11 8	11 0	9 0	18 0	19 0	15 8	...	...	...	...	...	...
Lohardugga	14 0	14 0	14 0	...	...	...	16 0	16 0	16 0	21 0	21 0	18 0	...	...	...	...	...	...
Singbhoom	20 0	20 0	16 0	20 0	20 0	24 0	20 0	20 0	24 0	24 0	24 0	23 0	...	...	...	...	...	...
Manbhoom	16 0	14 0	14 0	...	...	...	15 0	16 0	16 0	21 8	23 0	21 0	...	...	...	...	...	...

- * The retail price of common rice in the interior ranged from 23-10 seers to 25-14 seers per rupee.
 † In the sub-divisions the retail prices of salt per rupee were:—Barauck and Boudhat 19 seers, Jafrauckpore 12-12 seers, and Dum-Dum 13 seers.
 ‡ In the sub-divisions the retail prices of salt per rupee were:—Koonches 15 seers, Moherpore 12 seers, Choudanga 12-12 seers, and Managhat 11-8 seers.
 § In the sub-divisions of Bakthra and Bagrihat the retail price of salt was 11 seers per rupee.
 ¶ In the sub-divisions the retail prices of salt per rupee were:—Jalgaon 10-12 seers, Narai 13 seers, and Bongoni 13 seers.
 † In the sub-divisions the retail prices of salt per rupee were:—Lalbagh 11 seers, Jungipore 12-12 seers, and Kanai 12 seers.
 ‡ The retail price of salt at Raigunge was 10-8 seers and at Nitpore 10 seers per rupee.
 § In the sub-divisions of Astora and Bawong the retail price of salt was 12 seers per rupee.
 ¶ In the sub-divisions the retail prices of salt per rupee were:—Jaitandi 12 seers and Shipnamari 13 seers.
 † The retail price of salt at Beraung was 13 seers per rupee.
 ‡ The retail price of salt at Karsong was 8 seers, and at Bilguri 11 seers per rupee.
 § The retail price of salt at Falsoua in the Aitpore sub-division was 10 seers per rupee.
 ¶ In the sub-divisions the retail prices of salt per rupee were:—Manickgunge 12 seers and Naringunge 14 seers.
 † In the sub-divisions the retail prices of salt per rupee were:—Gosaim 12 seers, Madaripor 12 seers, and Gopalgunge 12-12 seers.
 ‡ In the sub-divisions the retail prices of salt per rupee were:—Pataakian 10-10 seers, Perseepore 11 seers, and Bhoia 10-8 seers.
 § In the sub-divisions the retail prices of salt per rupee were:—Kishoregunge 10-10 seers, Attis 13 seers, Jamaipore 11-8 seers, and Netrokhona 12-8 seers.

A FOR THE 1st HALF OF JANUARY 1885—continued.

PEERS OF 80 TOLAHs.

Milleta, Ragi, &c., and, Veragu, Sawee, &c., Corallo, Muri, Noules, Pannum &c., &c.												Gram.				Firewood.				Salt.												Districts.				Particulars.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Past fortnight.		Corresponding fort- night of 1884.		Present fortnight.				Past fortnight.				Corresponding fort- night of 1884.				Present fortnight.				Past fortnight.				Corresponding fort- night of 1884.				Wholesale prices per maund of 40 seers.												Retail.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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a The retail price of salt at Cox's Bazar was 10 seers per rupee.

b The retail price of salt in the interior ranged from 9 to 12 seers per rupee.

c In the sub-divisions the retail prices of salt per rupee were:—Buxar and Sasaram 13 seers and Chandpur 13-8 seers.

d In the sub-divisions the retail prices of salt per rupee were:—Buxar and Sasaram 13 seers and Bhadrapur 11-3 seers.

e In the sub-divisions the retail prices of salt per rupee were:—Madhubani 12 seers and Tajpur 11-8 seers.

f In the interior the retail price of salt ranged from 10 to 12 seers per rupee.

g In the sub-divisions the retail price of salt per rupee was:—Buxar and Sasaram 13 seers.

h In the interior the retail price of salt ranged from 10 to 13 seers per rupee.

i In the sub-divisions the retail prices of salt per rupee were:—Buxar and Sasaram 13 seers and Jamui 11-3 seers.

j In the sub-divisions the retail prices of salt per rupee were:—Buxar and Sasaram 13 seers and Madhubani 10-8 seers.

k The retail price of salt in the sub-division of Rajmahal was 12-8 seers per rupee.

l The retail price of salt in the Khorda sub-division was 14 seers per rupee.

m The retail price of salt in the Bhadrak sub-division was 10 seers per rupee.

n The retail price of salt in Khurkhura was 12 seers, and in Chitra 11 seers per rupee.

o The retail price of salt in Mogulpore was 12 seers, and in Buxar 11 seers per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT THE UNITED STATES.

QUANTITIES PER R

Provinces.	Districts.	Quantities per Acre.																													
		Wheat.						Barley.						Rice (best sort).						Rice (common).						Great Millet (Chobim, Jowar), Holons Sorghum.			Bairash Millet (Cumbo, Bhat, Pencilaria)		
		Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.			
S. Ch. S. Ch																															

A FOR THE 1st HALF OF JANUARY 1885—continued.

BAGS OF 80 TOLARS.

Millet, Rapt, (Karyu, Veragu, etc., Chenna, Cornu, etc., Nigloo, Pami, etc., etc.)					Gram.			Firewood.			Salt.						Districts.			Provinces.
Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Wholesale.			Retail.			Present fort- night.	Past fortnight.	Corresponding fortnight of 1884.	Present fort- night.	Past fortnight.	Corresponding fortnight of 1884.	
								Present night.	Past fortnight.	Corresponding fortnight of 1884.	Present night.	Past fortnight.	Corresponding fortnight of 1884.							
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	R a. p.	R a. p.	R a. p.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
...	No return received			Sylhet			Assam.			
...	No return received			Oachar						
...	No return received			Goalpara						
...	No return received			Goalpara Hills						
...	No return received			Kamrup						
...	No return received			Darrang						
...	No return received			Nowgong						
...	No return received			Sibsagar						
...	No return received			Lakhimpur						
...	No return received			Khasi & Jaintia Hills						
...	No return received			Naga Hills						
...	Dehra Dun	N. W. PROVINCES.	
...	Saharanpur		
...	Muzaffargarh		
...	Meerut		
...	Balanshabad		
...	Aligarh		
...	Kanau		
...	Garhwal		
...	Bijnor		
...	Moradabad		
...	Budoun		
...	Bareilly		
...	Shahjahanpur		
...	Tarai Pergunnahs		
...	Muttra	Uttar Pradesh.	
...	Agra		
...	Farukhabad		
...	Mainpuri		
...	Etawah		
...	Etah		
...	Jalaun		
...	Jhansi		
...	Lalitpur		
...	Cawnpore		
...	Fatehpur		
...	Banda		
...	Allahabad		
...	Hammirpur		
...	Jaunpur		
...	Gorakhpur	Bihar.	
...	Basti		
...	Azamgarh		
...	Mirzapur		
...	Bonares		
...	Ghazipur		
...	Balia		
...	Philibhit		
...	Almora		
...	Saltanpur		
...	Partabgarh		
...	Fyzabad		
...	Kheri		
...	Lucknow		
...	Barn Banki		
...	Bahraich	Punjab.	
...	Rai Baroli		
...	Sitapur		
...	Gonda		
...	Unao		
...	Haridui		
...	Gujranwala		
...	Lahore		
...	Ferozapore		
...	Hissar		
...	Kohat		
...	Gurgaon		
...	Delhi		
...	Karnal		
...	Unahla		
...	Ludhiana		
...	Sialma		

PRICES CURRENT OF FOOD GRAINS THROUGHOUT THE UNITED STATES

[illegible]

IA FOR THE 1st HALF OF JANUARY 1885—continued.

ERS OF 80 TOLANS.

[illegible]

PRICES CURRENT OF FOOD-GRAINS THROUGH

QUANTITIES PER

PROVINCE.		DISTRICTS.	QUANTITIES PER																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
			Wheat.						Barley.						Rice (best sort).						Rice (common).						Great Millet (Cholam, Jowar). <i>Setaria dasyneura</i> .						Bajraah (Cumbu). <i>Pennisetum</i>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch.)

FOR THE 1st HALF OF JANUARY 1885—concluded.

RS OF 80 TOLAHS.

MILLS OF 80 TOLANS.																																					
Milleta, Ragi, Kavaru, Veraru, Channa, Corano, ra, Nuglee), Pasa- nionam, &c.				Gram.				Firewood.				Salt.						Districts.																			
Past fortnight.		Corresponding fort- night of 1884.		Present fortnight.		Past fortnight.		Corresponding fort- night of 1884.		Present fortnight.		Past fortnight.		Corresponding fort- night of 1884.		Wholesale.			Retail.																		
S. Ch.		S. Ch.		S. Ch.		S. Ch.		S. Ch.		S. Ch.		S. Ch.		S. Ch.		S. Ch.			S. Ch.																		
...		...		...		...		...		...		...		...		No return received.			No return received.			Bangalore				Mysore.											
...		...		...		...		...		...		...		...		No return received.			No return received.			Kolar				Coorg.											
...		...		...		...		...		...		...		...		No return received.			No return received.			Tumkur															
...		...		...		...		...		...		...		...		No return received.			No return received.			Mysore															
...		...		...		...		...		...		...		...		No return received.			No return received.			Shimoga															
...		...		...		...		...		...		...		...		No return received.			No return received.			Kadur															
28 0		29 9		24 0		24 9		29 5		110 0		110 0		110 0		13 6			11 8			11 12			10 12			10 10			10 5			Coorg		Coorg.	
...		...		26 8		26 0		23 0		...		...		...		14 8			14 8			15 12			14 8			14 8			15 8			Jeypore			
...		...		25 8		26 0		23 0		...		...		...		14 8			14 8			15 12			14 8			14 8			15 8			Kishengurh			
...		...		26 4		31 4		26 4		...		...		...		14 8			14 12			14 11			14 8			14 8			13 6			Kerrowlee			
...		...		30 7		29 0		23 9		...		...		...		16 6			16 4			15 7			15 8			15 8			14 12			Uluwar			
...		...		24 10		23 6		23 9		...		...		...		12 4			12 4			14 8			12 0			12 0			14 6			Bhurspore (City)			
...		...		27 0		26 0		24 0		80 0		80 0		80 0		17 0			17 0			17 0			15 8			15 0			15 0			Ajmere			
...		...		...		...		...		...		...		...		...			...			...			...			...			...			Deoli Cantonment			
...		...		...		...		...		...		...		...		No return received.			No return received.			No return received.			No return received.			No return received.			Erinpura						
...		...		...		...		...		...		...		...		No return received.			No return received.			No return received.			No return received.			No return received.			Sirohee						
...		...		...		...		...		...		...		...		No return received.			No return received.			No return received.			No return received.			No return received.			Abu						
...		...		...		...		...		...		...		...		No return received.			No return received.			No return received.			No return received.			No return received.			Anadra						
...		...		...		...		...		...		...		...		No return received.			No return received.			No return received.			No return received.			No return received.			Balmere						
...		...		20 0		31 0		16 0		...		†		...		4 0 0			4 0 0			3 10 0			10 0			10 0			11 2			Jaysalmere			
...		...		22 10		22 10		17 9		200 0		200 0		200 0		S. Ch. 12 14			S. Ch. 12 14			S. Ch. 12 14			11 11			11 11			11 11			Hilly Tracts of Meywar			
...		...		...		...		...		...		...		...		R a. p. per md.			R a. p. per md.			R a. p. per md.			...			...			...			Meywar (Oodeypore)			
...		...		41 4		40 0		23 12		...		...		...		3 5 0			...			...			12 2			12 8			12 8			Banswara (Meywar Agency)			
...		...		...		...		...		...		...		...		...			...			...			...			...			...			Partabgarh			
...		...		...		...		...		...		...		...		No return received.			No return received.			No return received.			No return received.			No return received.			Marwar (Jodhpore)						
...		...		37 0		37 0		32 0		240 0		240 0		240 0		12 0			12 8			12 0			12 8			12 0			12 8			Bikaner			
...		...		...		...		...		...		...		...		...			...			...			...			...			...			Bowdies			
...		...		34 7		34 7		29 7		...		...		...		11 6			11 2			11 5			11 2			10 14			11 1			Kotah			
...		...		...		...		...		...		...		...		...			...			...			...			...			...			Tonk			
...		...		31 0		21 0		23 10		...		...		...		13 8			13 8			12 15			12 10			12 10			12 2			Jhalawar			
...		...		26 10		24 8		20 0		100 0		100 0		100 0		11 8			11 6			12 0			11 4			11 4			10 14			Shahpore			
...		...		19 12		19 5		21 4		127 13		109 8		109 8		12 6			12 6			...			12 0			11 14			11 14			Dholpur			
...		...		33 0		32 0		34 0		200 0		200 0		200 0		12 4			12 4			14 0			13 0			13 0			13 4			Indore			
...		...		30 0		32 8		32 11		200 0		160 0		200 0		11 15			11 15			11 11			11 4			11 8			11 0			Gwalior			
...		...		...		...		...		...		...		...		...			...			...			...			...			...			Guana			
...		...		...		...		...		...		...		...		...			...			...			...			...			...			Baghelkhand (Jutna)		Central India.	

* Eight pice per bundle.

† Ten pice per bundle.

D. BARBOUR,

Secretary to the Government of India.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

SUPPLEMENT TO THE STATEMENT OF PRICES CURRENT OF FOOD-GRAINS FOR THE 2ND HALF OF DECEMBER 1934. PUBLISHED IN PAGES 76, 77, 78, 79, 84 AND 85 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 24th JANUARY 1935.

[illegible]

THE UNIVERSITY OF CHICAGO PRESS

D. BARBOUR,

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.

SUMMARY OF THE WEATHER REPORTS FOR NOVEMBER AND DECEMBER 1884.

No. 18 Met., dated Calcutta, the 6th February 1885.

RESOLUTION—By the Government of India, Revenue and Agricultural Department.

Read the following:—

Summary of the Weather Reports for November and December 1884.

The north to north-east winds and fine weather, characteristic of the winter monsoon, which set in this year over Northern and Central India as early as the 15th of October, continued during November, over the whole of that region with even more than the normal steadiness. Slight showers certainly prevailed over North-Western India on the 1st, and in Bengal on the 2nd of November, but these indications of unsettled conditions proved to be very short lived, and the weather throughout the whole month was characterized by exceptionally high pressure, low temperature, and fine settled weather. At Sialkot the mean temperature of the month was 5° below the average, at Lucknow the defect was 4°, at Allahabad 7°, at Benares and Ajmere 4½°, and in Bengal and the Central Provinces between 2° and 5°. While, however, fine settled weather was prevailing over the northern and central parts of the country, the contrary was the case over the Carnatic and the south of the peninsula. Here, also, the north-east monsoon was blowing with unusual persistence, but, instead of fine weather, was bringing up much cloud and rain from the Bay of Bengal. Showers, more or less heavy, fell on every day of the first half of the month, and during the 7th and 8th a small cyclonic depression passed across the south of the peninsula bringing 6 inches of rain to Colombo, 6½ inches to Madras, and 11 inches to Tuticorin. During the first fortnight the rainfall of Madras was four times, and of Negapatam twice, as great as the normal amount. For a few days subsequent to the 15th, Southern India participated in the fine weather prevailing in the north, but on the 19th a decided barometric fall occurred, and on the 21st another small cyclonic storm passed across the Coromandel coast, causing heavy rain and a strong wind at the stations of Madras and Cuddapah. At the former station the rain was exceptionally heavy and resulted in considerable floods and the bursting of the Red Hills Tank. After the passage of this depression little improvement occurred in the weather, which continued showery and unsettled.

The temperature returns shew that as in the north the weather over the whole of the peninsula was colder than usual, while the percentage of humidity in the atmosphere shewed an excess in the Carnatic and irregular differences elsewhere.

The weather of the month of December was, with some slight modifications, practically a continuation of that of November. In the north the barometer was, however, less steady, and the oscillations, which are characteristic of the pressure movements of this season in Upper India, were as numerous as usual. In consequence the state of the sky in the Punjab and neighbouring parts of the North-Western Provinces and Rajputana underwent considerable changes, becoming cloudy and clear according as pressure fell or rose. On the 23rd and 24th this cloudiness became more than usually dense, and snow fell at Simla and Murree and rain over the plains of the Punjab and Central and North-Western Provinces. Over the Carnatic the weather though less unsettled than in November, yet continued very showery, and on the 17th a very decided barometric decrease occurred over the south of the peninsula, and a small cyclonic disturbance was formed over the south-west corner of the Bay, whence

it advanced to the coast on the 18th, occasioning very heavy rain in Southern India. On the Bombay side a slight barometric disturbance appeared about the 22nd, and rain fell at several stations in Bombay, the Berars, and the Deccan.

The circulation of the wind was about the normal. The axis of high pressure extending from North-Western India—generally from the Punjab or Rajputana—eastwards to Behar and Chutia Nagpur, held uninterruptedly during a large part of the month, while the lowest pressures were found equally constantly over Travancore, so that north-west winds were the prevailing current down the Gangetic plain, north winds over Bengal and north-east to east winds elsewhere. The returns at the close of the month shewed that the barometer had been above the average everywhere—most in the Punjab and the North-Western Provinces—while the depression of temperature noticed in the preceding month was just as general in December, though the amount of the deficiency was somewhat less. The variations of humidity from the average were slight and unimportant.

The following table gives the normal rainfall of November and December and the departure of the rainfall of the months of November and December of the present year from the average. It will be seen that over Northern India, from the Punjab and Sind to Bengal, there was less than the average amount, but that in Assam and over the Central Provinces, the Berars, and southern parts of the country there was an excess, which varied from a small and insignificant departure in Assam to a very large excess in the Carnatic and Ceylon:—

Districts.	Average rainfall. November and December.	Difference from the average, November and December 1884.
	Inches.	Inches.
Punjab, West	1'34	— 1'14
" East	0'76	— 0'29
North-Western Provinces, Trans-Gangetic	0'57	— 0'48
" " Cis-Gangetic	0'26	— 0'17
Behar	0'33	— 0'33
Northern Bengal	0'32	— 0'31
Assam, Cachar	1'30	+ 0'15
Lower Bengal, Chutia Nagpur	1'01	— 0'32
Orissa, Northern Circars	3'75	— 3'35
Central Provinces, South	0'69	+ 0'46
Berar	0'61	+ 3'76
Rajputana, Central India, Saugor, Nerbudda	0'42	— 0'10
Sind, Cutch	0'15	— 0'11
Gujarat	0'18	— 0'10
Konkan	0'99	+ 0'41
Deccan, Hyderabad	1'06	+ 0'08
Malabar	3'57	+ 1'66
Mysore, Bellary	4'74	+ 2'00
Karnatic	10'91	+ 13'82
Ceylon	18'93	+ 13'11
British Burma	2'65	— 0'43

W. L. DALLAS,

*Asst. Meteorological Reporter
to the Government of India.*

ORDER.—Ordered, that the papers be printed in the Supplement to the *Gazette of India*.

True Extract.

C. S. BAYLEY,

Offg. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.
LEGISLATIVE DEPARTMENT.

ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR
GENERAL OF INDIA, ASSEMBLED FOR THE PURPOSE OF MAKING
LAWS AND REGULATIONS UNDER THE PROVISIONS OF
THE ACT OF PARLIAMENT 24 & 25 VIC, CAP. 67.

The Council met at Government House on Friday, the 30th January, 1885.

PRESENT:

His Excellency the Viceroy and Governor General of India, K.P., G.C.B.,
G.C.M.G., P.C., G.M.S.I., G.M.I.E., *presiding*.
His Honour the Lieutenant-Governor of Bengal, K.C.S.I., C.I.E.
His Excellency the Commander-in-Chief, G.C.B., C.I.E.
The Hon'ble J. Gibbs, C.S.I., C.I.E.
Lieutenant-General the Hon'ble T. F. Wilson, C.B., C.I.E.
The Hon'ble C. P. Ilbert, C.I.E.
The Hon'ble Sir S. C. Bayley, K.C.S.I., C.I.E.
The Hon'ble T. C. Hope, C.S.I., C.I.E.
The Hon'ble Sir A. Colvin, K.C.M.G., C.I.E.
The Hon'ble Maharájá Luchmessur Singh, Bahádur, of Durbhunga.
The Hon'ble J. W. Quinton.
The Hon'ble T. M. Gibbon, C.I.E.
The Hon'ble W. W. Hunter, LL.D., C.S.I., C.I.E.
The Hon'ble H. J. Reynolds.
The Hon'ble Rao Saheb Vishvanath Narayan Mandlik, C.S.I.
The Hon'ble Peári Mohan Mukerji.
The Hon'ble H. St. A. Goodrich.

NEGOTIABLE INSTRUMENTS ACT, 1881, AMENDMENT BILL.

The Hon'ble MR. ILBERT moved that the Report of the Select Committee on the Bill to amend the Negotiable Instruments Act, 1881, be taken into consideration. He said:—

"This Bill proposes to amend in certain matters of detail one of the important codifying measures which were passed into law by my learned predecessor Mr. Whitley Stokes. It was introduced at the suggestion of some leading bankers, who pointed out that the Indian Negotiable Instruments Act imposed on persons dealing with bills of exchange the observance of certain formalities which, though they survive in text-books, have become obsolete in modern mercantile practice, and are not required by the recent English Statute on the same subject.

"Accordingly, we proposed so to amend the Indian Act as to assimilate it in those points with the English Statute, which may be regarded as a later and revised edition of the law.

"The papers which have been submitted to us since the Bill was introduced have brought to our notice certain other provisions of the English Statute which may, in our opinion, be advantageously inserted in the Indian Act.

"We propose, in accordance with suggestions which have been made in these papers, to provide machinery whereby the owner of a lost bill or note can get a duplicate from the drawer or maker; to declare that presentment of a bill through the post office, when such presentment is authorised by agreement or usage, shall be sufficient; to make it clear that the demand which is required to be made by a notary public for the purpose of rendering a protest valid need not be made by the notary in person; and to provide, as in the English Statute, that in certain cases noting shall be deemed equivalent to protest.

"In dealing with these matters the view on which we have proceeded is that we can, as a general rule, with safety and propriety go as far as the English legislature has thought fit to go in the direction of relaxing formalities, but that we ought not to go further. With respect to one provision we have not thought it advisable to go quite so far. Having regard to the difference between the postal arrangements in England and in India, we think that when presentment of an instrument is made by post it should in this country be made by registered letter.

"In the clauses of the Bill relating to notaries public we have made no alteration. Perhaps I ought to explain to the Council how it is that we come to be dealing with notaries public under this Bill. The office of notary public, as the Council are doubtless aware, is one of great antiquity. In France and other Continental countries the notary public plays a very important part, and his intervention is constantly required in the legal transactions of everyday life. In countries under the English law his functions are of a much more limited character, and the most important branch of his practice is connected with certain formalities relating to bills of exchange and promissory notes. Nevertheless, the English notary public enjoys all the prestige attaching to the membership of an ancient and venerable profession; he derives his authority from no less a personage than the Archbishop of Canterbury, and he is supposed to act under the control of a mysterious body known as the Court of Faculties. In India, as might be expected, the members of this profession are scarce. In Calcutta you may entertain a notary public unawares, but throughout British India these archiepiscopal emissaries are few and far between. Under these circumstances the Government of India thought it might be for the convenience of the mercantile public if it established what may be called a local manufacture of notaries public. Accordingly, we have appointed persons to be notaries public under the Negotiable Instruments Act, and, having appointed them, we have laid down rules for their guidance and fixed the fees which they are to take. As these persons are our own officers, we can, of course, regulate their proceedings as we please, but we think it advisable to give express legislative recognition to the executive arrangements which we have made; and that is what we propose to do by the Bill. It has been suggested that we ought to go further and take power to regulate the proceedings of notaries public appointed in England but exercising their functions in India. It may be that if I proposed to take this power I should be charged with infringing the prerogatives of the Archbishop of Canterbury or of the Court of Faculties. This is a charge which I should be most unwilling to incur, and which it is not at all necessary that I should incur, because I feel sure that the procedure and fees of the two classes of notaries—those appointed in England and those appointed in India—will in practice assimilate themselves to each other.

"On the other hand, it has been suggested that we might dispense with the intervention of notaries public in any cases under this Act, and might adopt a provision of the recent English Statute, which says that where the services of a notary public cannot be obtained 'any householder or substantial resident of the place' may act in his stead. If we had not established a liberal supply of local notaries public under the power to which I have referred, some such provision would be doubtless very useful. As it is, I think it would be desirable to avoid the use of a phrase so pregnant of litigation as the phrase 'substantial householder.' I believe that there is a reported case in which the question whether a village tailor was or was not a substantial householder within the meaning of an Indian Regulation was fought up to the Privy Council. I have not refreshed my memory of the case by looking up the report, and therefore I am not in a position to say how far the argument turned on the question whether the tailor represented only a fractional part of a householder. But, however that may be, the case is sufficient to show that the use of any such phrase might provide an inconveniently wide scope for the exercise of forensic ingenuity.

"These are the only points in connexion with the amended Bill to which I need direct the attention of the Council, except perhaps a suggestion, which has

proceeded from the Bank of Bengal, that we ought to declare a particular section of the Contract Act as applicable to negotiable instruments. This is the section (45) which enacts that—

‘When a person has made a promise to two or more persons jointly, then, unless a contrary intention appears from the contract, the right to claim performance rests, as between him and them, with them during their joint lives, and, after the death of any of them, with the representative of such deceased person jointly with the survivor or survivors, and, after the death of the last survivor, with the representatives of all jointly.’

“It has been suggested that this section might have an inconvenient effect if applied to joint promissory notes and bills of exchange. I am not aware of any case in which it has been held to be so applicable, and, if the question were to be argued, I am disposed to think that the application of the section would be held to be sufficiently limited by the express saving of any usage or custom of trade, and by the provisions of the law with respect to partners, trustees and executors. But, however this may be, I think that, if any amendment of the law in the direction suggested by the Bank of Bengal is necessary, it might be more appropriately embodied in a Bill for amending the Contract Act, since there may well be other cases besides those of negotiable instruments from which the applicability of this section ought to be excluded.”

The Motion was put and agreed to.

The Hon'ble MR. ILBERT also moved that the Bill, as amended, be passed.

The Motion was put and agreed to.

TRANSFER OF PROPERTY ACT, 1882, AMENDMENT BILL.

The Hon'ble MR. ILBERT also moved that the Report of the Select Committee on the Bill to amend the Transfer of Property Act, 1882, be taken into consideration. He said :—

“This is another Bill for amending one of the codifying Acts, and its main object is to give a more workable form to the power of exemption which is contained in one of the introductory sections of the Transfer of Property Act.

“I explained so fully on the occasion of obtaining leave to introduce this Bill the reasons which made some amendment of this section necessary, that I need not recapitulate them now, and I will content myself with stating the conclusions to which the Select Committee have come as to the form which the amendment should assume.

“With regard to the exemption from those sections which require certain instruments to be registered, we are clearly of opinion that the exemption should be local, as proposed by the Bill.

“Then comes the power to exempt from section 41, which deals with transfers by ostensible owners. With regard to this section, there is much difference of opinion among those whom we have consulted, first, as to whether there should be any exemption from this section at all, and then as to the form which the exemption, if any, should assume. The conclusion to which we have come is that the section merely embodies a rule of equity which the Courts should follow, and which they probably would follow, even if it were not expressly enacted by the Act. We think, therefore, that it should be in force wherever the Act is in force, and that no power to exempt from it is necessary or desirable.

“The last clause of the Bill as introduced related to a section which declares in what cases a power of sale or a mortgage is to be valid—a section which was the subject of much discussion at the time when the Transfer of Property Bill was being framed, and with respect to which the views of the Law Commission, to whom the Bill was referred at an early stage, were not identical with those which ultimately prevailed in the Select Committee of this Council and in the Council itself. The conclusion of the Committee and the Council was that such powers of sale should be declared valid only to the extent to which they were previously valid in accordance with general usage. And to give effect to

that view the Bill made the power of sale valid in cases where the mortgage was a mortgage in the English form and neither the mortgagor nor the mortgagee was a Hindu, a Muhammadan or a Buddhist, and also in cases where the mortgaged property was situate within the towns of Calcutta, Madras, Bombay, Karachi or Rangoon. Whether the particular conclusion at which the Committee and the Council then arrived was right or not I do not propose to discuss. There is a great deal to be said on both sides of the question, but the Select Committee on the present Bill thought they ought not to re-open the discussion or to alter the general lines on which the section is framed. We think it will be sufficient so to amend it as to make its meaning clear and its provisions more logically complete.

"In the course of the discussions on the Bill it was suggested to us that one of the sections of the Act might possibly be so construed as to impress the character of transferability on those occupancy-rights and other similar interests in land which by existing law or custom are not transferable. It was certainly not the intention of the framers of the Act to make by it any change in the law on this point, and we have added to the amending Bill a clause for the purpose of removing any doubts on this head."

The Motion was put and agreed to.

The Hon'ble MR. ILBERT also moved that the Bill, as amended, be passed.

The Motion was put and agreed to.

INDIAN CONTRACT ACT, 1872, AMENDMENT BILL.

The Hon'ble MR. ILBERT also moved for leave to introduce a Bill to amend section 265 of the Indian Contract Act, 1872. He said :—This section provides as follows :—

'In the absence of any contract to the contrary, after the termination of a partnership, each partner or his representatives may apply to the Court to wind up the business of the firm' to provide for the payment of its debts, and to distribute the surplus according to the shares of the partners respectively.

'*Explanation.*—The Court in this section means a Court not inferior to the Court of a District Judge within the local limits of whose jurisdiction the place or principal place of business of the firm is situated.'

"The section has been the subject of various decisions by the Calcutta and other High Courts, but, whatever interpretation is correct, it is clear that its effect is to bring on the files of District Judges a number of unimportant suits which can be equally well adjudicated by the subordinate Courts. The Calcutta High Court has brought to notice that the section has caused the District Judges' Courts to be swamped with a number of petty cases, and has suggested that it should be so amended as to give jurisdiction in this class of cases to some of the subordinate Courts; and it is with the object of making this amendment in the law that the Bill I am now asking leave to introduce has been prepared."

The Motion was put and agreed to.

INDIAN PORTS ACT, 1875, AMENDMENT BILL.

The Hon'ble MR. ILBERT also presented the Report of the Select Committee on the Bill to amend the Indian Ports Act, 1875.

ACT XXII OF 1881 AMENDMENT BILL.

The Hon'ble MR. QUINTON presented the Report of the Select Committee on the Bill to amend Act XXII of 1881.

ODDH ADDITIONAL JUDICIAL COMMISSIONER'S BILL.

The Hon'ble MR. QUINTON also moved that the Bill to provide for the temporary appointment from time to time of an Additional Judicial Commissioner for Oudh be taken into consideration. He said :—

"When introducing this Bill a fortnight ago, I explained to the Council the circumstances which called for legislation on the subject, and the urgent necessity which at present exists for strengthening, at least temporarily, the Court of the Judicial Commissioner of Oudh. Since then I have received a telegram from the Lieutenant-Governor and Chief Commissioner, in which His Honour expresses an opinion that the state of judicial business in the province renders it both urgent and important, in the public interest, that the appointment of an Additional Judicial Commissioner should be legalised without delay.

"I therefore feel it incumbent on me to ask the Council to take the Bill into immediate consideration with a view to passing it to-day.

"It is very short, consisting only of four sections.

"Section 1 is introductory, and brings the Act into operation at once. Section 2 enables the Local Government, from time to time, with the previous sanction of the Governor General in Council, to appoint any person it thinks fit to be an Additional Judicial Commissioner, and fixes the term of office at the pleasure of the Local Government. Section 3 empowers the same Government to prescribe the jurisdiction and powers of the Court of the Judicial Commissioner to be exercised by the Additional Judicial Commissioner, and the Judicial Commissioner to divide the work of the Court in accordance with such general directions. And, lastly, section 4 makes applicable to the Additional Judicial Commissioner, while exercising such jurisdiction and powers, all enactments applicable to the Judicial Commissioner.

"The effect of the amendment to section 3 which I shall in the next Motion ask the Council to accept is to enable the Additional Judicial Commissioner to give assistance to the Judicial Commissioner, not merely in the trial of civil appeals as provided by the Bill, but also in the disposal of revenue and criminal cases.

"The reasons for the alteration will be found in a letter from the Lieutenant-Governor, printed as paper No. 1 relating to the Bill, in which Sir A. Lyall points out that it is very desirable that the Additional Judicial Commissioner should be able to assist the Judicial Commissioner in any branch of the work of the Court which the Judicial Commissioner may find convenient. For instance, if the latter officer be engaged in trying a protracted civil suit, it would be to the advantage of public business if his colleague could deal with criminal references which require punctual attention."

The Motion was put and agreed to.

The Hon'ble MR. QUINTON also moved that, in section 3 of the Bill, for the words "the Oudh Civil Courts Act, 1872," the words "any enactment for the time being in force" be substituted.

The Motion was put and agreed to.

The Hon'ble MR. QUINTON also moved that the Bill, as amended, be passed. The Motion was put and agreed to.

The Council adjourned to Friday, the 6th February, 1885.

R. J. CROSTHWAITE,

Offg. Secy. to the Government of India,
Legislative Department.

FORT WILLIAM;
The 5th February, 1885. }

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR
THE WEEK ENDING THE 4th FEBRUARY 1885.

GENERAL REMARKS.—Rain has fallen throughout the Punjab and the North-Western Provinces and Oudh, and in many districts in Bengal and in Assam. Slight rain has also fallen in places in the Central Provinces, in the Central India and Rajputana States, and in Chingleput and Hyderabad, and in Tavoy in British Burma.

Harvest operations continue in several districts in Madras, the outturn is generally below the average. More rain is still wanted in Bellary, Anantapur, and parts of Karnul, elsewhere prospects are reported to be fair. In Mysore the crops are in fair condition, but future prospects depend upon early rains. In Coorg the situation is the same as last week.

In Bombay the *rabi* harvest has commenced in places, and the condition of the standing crops is generally good. Scarcity of fodder and drinking water continues in parts of the Southern Mahratta districts.

The recent rain in the North-Western Provinces and Oudh and in the Punjab has been beneficial to the crops, and agricultural prospects are generally very favourable. In the Berars *rabi* prospects are good, and standing crops are progressing in the Nizam's Territories. In the Central Provinces, the Central India and Rajputana States, standing crops promise well.

The rain which fell in Bengal during the past week has improved the *rabi* crops generally, but has injured the prospects of the poppy crop in Shahabad and Saran. *Amun* paddy has been nearly harvested and the cultivation of early paddy has commenced in places. Gathering of the early *rabi* crops continues. Seasonable weather prevails in Assam, and lands are being prepared for the *aus* crop. Harvest operations have been nearly completed in British Burma.

Cholera is abating in Coimbatore and Tanjore and is prevalent in Prome and a part of the Amherst district of British Burma. In other Provinces the public-health is generally good.

Prices are generally stationary.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Madras—(Feb. 4th)		
Bellary	<i>Nil</i>	Standing crops, wet crops in parts, withering from want of rain; harvest paddy and dry grains, yield below average.
Kurnool	"	Standing crops good, except in one division and in parts of 3 taluks, where they are withering from want of rain; harvest dry grains and pulses, yield below average; smallpox in 3 taluks.
Ganjam	"	Cholera slight; cattle-disease prevalent.
Kistna	"	Standing crops generally good; harvest paddy; river one foot over ancient; fever and smallpox exist; 8 deaths from cholera.
Chingleput (Madras) . .	Average '08	Standing crops in parts of two taluks affected by insects; harvest, paddy, outturn below half the average; smallpox and cattle-disease exist; 83 deaths from cholera.
Coimbatore	<i>Nil</i>	Standing crops, wet good; dry very indifferent; harvest wet and dry crops, outturn wet about average, dry below average; fever exists; cholera abating, 228 deaths.
Tanjore	"	Rivers 1 to 4 feet; standing crops generally good; harvest wet and dry crops, outturn below average; cholera abating; 340 deaths.
Madura	"	Fever prevails; 110 deaths from cholera.
Malabar	"	Harvest of second crop paddy over in 5 taluks and continues in others; fever exists; smallpox and cattle-disease slight; 87 deaths from cholera.
Travancore	"	Harvest second crop paddy, yield good; smallpox exists; cholera prevalent; 8 deaths at Trevandrum.
		<i>General Remarks.</i> —General prospects fair, except in parts of Bellary and Anantapur.
Bombay—(Feb. 4th)		
Karachi	<i>Nil</i>	Weather cloudy; river at Kotri on 1st 6 feet 7 inches against 2 feet 11 inches on same date last year; fever in 7 talukas; cattle-disease in 4 talukas, loss of 43 buffaloes and 33 cows and bullocks; cholera in Ghorabari and Jati talukas, 14 fresh cases, 7 deaths, 6 remaining sick; smallpox in 31 villages, 22 fresh cases; deaths; 52 remaining; <i>rabi</i> crops coming on; prices—wheat, red rice, and <i>bajri</i> in Karachi 26, 28, and 45, in Dadu 30, 44, and 44; in Ghorabari 22, 40, and 36 and in Mirpur Batoro 26, 46, and 40 lbs. per rupee respectively.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bombay—contd.		
Hyderabad	In Kandlaro '06 on 22nd and in Nau-shahro '12.	<i>Rabi</i> good; cotton and tobacco in Mirpur and cotton in Shahdadpur and Hala slightly injured by frost; blight to peas in Sakrand apprehended owing to rain and cloudy sky; river at Kotri on 30th 6 feet 8 inches against 3 feet last year; fever in 7, smallpox in 4, and cattle-disease in 2 talukas; wheat 30, bajri 40, jowari 40, red rice 28, and white rice 20 lbs. per rupee.
Ahmedabad	<i>Nil</i>	Standing crops healthy; fever in Dholka; wheat 31 and bajri 34 lbs. per rupee.
Baroda	"	Public health fair; cattle-disease continues in Dehgam; standing crops in good condition; bajri 33 and rice 24 lbs. per rupee.
Surat	"	Standing crops healthy; fever in 3 talukas; jowari 39 and nagli 44 lbs. per rupee.
Nasik	"	<i>Rabi</i> crops generally good; slight injury to crops in Sinnar, Kawan, Yeola, Chandor and Dindori on account of mildew; public health generally good; wheat 37, bajri 37 and rice 21 lbs. per rupee.
Colaba (Bombay)	"	Abnormal temperature, 2° cool on 29th and 29th, 1° warm on 31st and nil on all other days; vapour in air defective on 29th and excessive from 31st to 3rd; wind normal.
Poona	"	<i>Rabi</i> crops generally good in Panner, Khed, Purandhar, Naval and Haveli talukas; small insects and frost have slightly injured the standing crops; cattle disease in a few villages in Khed; one fatal cholera case in Naval; bajri 33 and jowari 37 in Poona; bajri 33 and jowari 35 lbs. per rupee.
Ahmednagar	"	Harvesting of <i>rabi</i> commenced; jowari and wheat damaged in some talukas; fever in Jamkhed; jowari 39 to 72 and bajri 35 to 48 lbs. per rupee.
Sholapur	"	Reaping of <i>rabi</i> crops commenced in Madha, Purandhar and Malairas talukas; jowari 39 lbs. 30 tolas and bajri 37 lbs. 26 tolas per rupee.
Dharwar	"	Harvesting of early jowari completed, that of wheat in progress; exotic cotton blighted in some villages of three talukas; scarcity of fodder in Navalgund, Mundwargi, Karajgi and Ron, that of drinking water in Nargund, Bankapur and some villages of Hangal; rice 23 to 32 and jowari 38 to 56 lbs. per rupee; public health good.
Kanara	"	Common rice in Karwar and in district average 14 seers per rupee; sowing of second crop in Kumta and Bhatkal; rice plants thriving in Aukola and Honore; sugarcane and garden produce good; smallpox in Kumta, Aukola, Sirai, Supa and Mundgod; 3 deaths in Sirai and 4 in Supa; fever in Honore, Bhatkul, Siddapur, Haliyal and Yellapur; cattle disease at Supa; weather settled and fair.
Rajkot	"	General health good; smallpox among cattle continues in Dedan; bajri 34 and jowari 43 lbs. per rupee.
Bengal—(Feb. 4th)		
Chittagong	·36	<i>General Remarks.</i> — <i>Rabi</i> harvest commenced in parts of Ahmednagar, Sholapur, Belgaum, and Kaladgi; standing crops slightly injured by mildew in several talukas of Nasik and by frost and small insects in parts of Poona, and cotton and tobacco in parts of Hyderabad, by frost cotton blighted in parts of three talukas of Dharwar and one of Belgaum; scarcity of fodder and drinking water continues in parts of the Southern Mahratta Country districts; cholera in parts of five districts; smallpox and cattle-disease in parts of ten and fever in parts of fourteen districts.
Dacca	1·3	Weather rainy; the recent rain has benefited cold weather crops; prices of food-grains stationary; sporadic cases of cholera throughout the district.
24 Pargunnahs	·11	Prospects of crops good; cutting of sugarcane nearly completed; mustard, mug, and muskalai are being gathered; lands are being prepared for early paddy; public health good.
Moorebadabad	<i>Nil</i>	Prospects of standing crops continue satisfactory and the yield is estimated above the average; harvesting of <i>amun</i> paddy has nearly finished; price of common rice varies from 15 to 18 seers per rupee; public health generally good; state of river normal.
Bardwan	"	Prospects of <i>rabi</i> crops favourable, but rain is still wanted; price of rice varies from 14 to 18 seers per rupee; public health excellent.
Bangpore	·01	Outturn of <i>amun</i> paddy slightly better than what was reported before; <i>rabi</i> crops are promising; public health fair.
Bhagalpore	·08	Weather seasonable; prospects of standing crops continue favourable; lands are being prepared for <i>aus</i> crops; prices of food-grains stationary; public health good.
Purneah	·31	Prospects of <i>rabi</i> crops good and those of indigo very good; rice is selling at 13 seers and 14 chattaacks per rupee.
Patna	·19	Prospects of wheat have improved by rain, tobacco is being harvested, yield good; mustard is being harvested, with fair outturn; ploughing of early paddy continues; common rice is selling at 16 seers per rupee; public health fair; rivers are low.
		The rain has done good to standing crops, but more rain is still wanted in many places; poppy crop is promising well; public health good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bengal—contd.		
Durbhanga	64	The rain has done good to standing crops, but the blossoms of <i>rahar</i> , linseed, and poppy have to a certain extent been injured; prices of food-grains have been slightly rising; general health good.
Hazaribagh	Nil	Weather cold; prospects of <i>rabi</i> crops on the whole favourable; poppy crop is doing well, lancing has commenced in some places; cases of smallpox are still reported from the interior, otherwise health good.
Cuttack		Weather seasonable with north-east winds; <i>dalsa</i> is doing well; price of rice stationary; sporadic cases of cholera reported, otherwise public health good.
Midnapore	Nil	Weather seasonable; prospects of standing crops are generally good; sporadic cases of cholera and a few cases of cattle-disease are still reported.
Khulna	1.24	Weather unsettled; <i>amun</i> paddy is almost stored with good outturn; winter crops are promising; prices of food-grains are normal.
Dinapore	20	Weather seasonable; prospects of winter crops fair; sugarcane and mustard are being harvested; a few cases of cholera are reported from some parts of the district, otherwise public health good.
Pubna (Serajunge)	Nil	Weather seasonable; rain is wanted for <i>china</i> and <i>khasari</i> ; price of rice stationary; public health good.
Gya	03	Weather cloudy, nights and mornings cool; prospects of <i>rabi</i> crops continue good, irrigation from wells; rivers are all nearly dry; prices of food-grains almost stationary; health of people and cattle generally good, though fever and cholera prevail; 772 and 33 persons are on road and relief works respectively in Nowada; poppy plants are well advanced, two-thirds being in capsule, and flower gathering has commenced in some places.
Chumpan	16	Prospects of <i>rabi</i> and poppy crops favourable; prices of food grains rising slightly; public health fair.
Shahabad		Weather unfavourable to poppy crop; damage from blight is reported; probability of expected outturn being greatly reduced.
Morasserpore		Prospects of poppy crop continue favourable.
Saran		Weather unfavourable to poppy crop owing to easterly winds and cloudy sky, in 900 bigahs the crop has failed from blight, but on the whole the condition of the crop is still good.
Monghyr		Prospects of poppy crop continue good.
N.-W. Provinces and Oudh—Feb. (5th)		General Remarks. —Rain fell in many districts benefitting <i>rabi</i> crops generally; in some places it has to a certain extent injured <i>rahar</i> , linseed, and poppy; harvesting of <i>amun</i> paddy is nearly finished; cultivation for early paddy has commenced in some places; gathering of early <i>rabi</i> crops is going on; prices of food grains almost stationary; cases of smallpox and cholera are still reported, but on the whole general health is good.
Benares (Feb. 3rd)	No rain	Weather cold; sugarcane cut and being crushed, outturn average; mildew has appeared in places; leaf-making of opium has been retarded, but no damage done; the blight that had appeared has not spread; bazars well supplied; prices falling; health of men and cattle good.
Gerakhpur (" 2nd)	30 to 50 throughout the district.	Crops, including poppy, excellent; prices falling slightly.
Pyzabad (" 3rd)	90 at Sadr.	Prospect of <i>rabi</i> and opium crops good; sugarcane being pressed; public health and condition of cattle good.
Lucknow (" 2nd)	Slight rain on the 27th and 28th January.	Weather clear and crops good; rain has been beneficial in removing blight off the wheat and <i>sarsan</i> crops; sugarcane is being sown; poppy crops healthy; markets well supplied; prices steady; health of people good, as well as the condition of cattle.
Bai Bareilly (" ")	40 at Sadr. on the night of 28th ultimo.	Weather sometimes cloudy; state of crops good; supplies abundant; prices steady; general health good.
Partabgarh (" 3rd)	90 to 1.20	Weather still cloudy; injury to poppy and other crops by hail, otherwise favourable; prices almost stationary; general health good.
Allahabad (" ")	Rain varying from .10 to 1.2 has fallen in five tahsils.	Crops in splendid condition and prospects good; prices nearly stationary; health good.
Cawnpore (" 2nd)	Rain fell during the week in seven parganas, and slight hail in two parganas.	Weather variable; no injury to crops; <i>rabi</i> prospects continue fair, and rain, where it has fallen in sufficient quantities, has done much good; more rain is however wanted for unirrigated crops; poppy in some villages damaged by caterpillars, but the crops on the whole are healthy and vigorous; prices steady; general health good; slight cattle-disease in two parganas.
Banda (" 4th)	Hailstorm on night of 27th Jan.	Serious injury reported in several villages, enquiries being made; no distress.
Ballia (" 2nd)	1 inch rain on the 29th.	<i>Rabi</i> prospects good; markets well stocked; condition of people and cattle satisfactory.
Parakhabad (" 3rd)	One smart shower of rain with hail in 3 tahsils.	Damage reported to have been caused to poppy and tobacco; the weather is now comparatively clear.
Sitapur (" ")	1.0 to 1.5 of rain fell throughout the district on the 28th and 29th.	Rain has been most beneficial; prospects are very good, if west winds and clear weather prevail.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
N.-W. P. & Oudh—contd.		
Bareilly . (Feb. 2nd)	Rain on 27th and 28th 1·0, hail here and there. Rain	No harm done; all crops excellent; opium first-rate.
Kumaon . (" ")		Weather cold; crops doing very well; prices same as last week; general health good; fever in some places; cattle-disease continues.
Agra . (" 3rd)	Rain in 6 parganas from 10 to 60 during week.	Weather cloudy; prospects good; prices falling slightly; health good.
Jhansi . (" ")	Slight hail is reported from parganas Jhansi, Man and Garotia.	Rabi and poppy crops benefited by the rain and are doing well; prices falling; health good.
Meerut . (" 2nd)	Rain averaging from 1·7 to 4·0 during week, also slight hail.	No damage, except slight to <i>sona</i> ; clear weather now wanted; prospects excellent; supplies sufficient; prices easy; health good. <i>General Remarks.</i> —Rain fell in all districts during the week, doing much good; there was also some hail in places, but little injury was done; prospects continue favourable; supplies are sufficient and prices rule easy; the condition of men and cattle is favourable.
Punjab— (Feb. 4th)		
Delhi	5·5, with hail	Crops not much injured; health fair; prices slightly rising.
Hissar	·80	Health good; rabi crops flourishing; prices nearly stationary.
Umballa	·90	Health good; rabi crops flourishing; prospects favourable; prices stationary.
Jullundur	·80	Health and prospects of coming crops good; prices stationary.
Amritsar	·80	Health and state of crops good; prices rising.
Shikot	1 inch	Health and harvest prospects good; prices stationary.
Ferozepore	·20 at Sadr, ·30 at City, ·80 at Zira, ·20 at Mukhtar and ·60 at Morga.	Health and state of crops good; prices stationary.
Lahore	·10	Health good; state of crops fair; prices stationary.
Rawalpindi	·60	Health and rabi prospects good; prices almost stationary.
Mooltan	·63 at Sadr	Health and crop prospects good; prices slightly falling.
Shahpur	Rain throughout the district.	Health good; prices stationary.
Dera Ismail Khan	·08	Health and prospects good.
Peshawar	·12	Health good; prices of wheat and <i>boora</i> falling, of other grains rising. <i>General Remarks.</i> —Rain throughout the province; health and crop prospects good; prices almost stationary.
Central Provinces— (Feb. 4th)		
Nagpur	Nil	Weather cooler; prospects continue good; smallpox and cattle-disease in places; prices of wheat and rice fallen, of <i>jowari</i> risen, other grains stationary.
Jubbulpore	·06	Weather cool; rabi crops thriving; prospects favourable; health good; wheat 24 and rice 17 seers per rupee.
Saugor (Feb. 3rd)	·13	Alternate sunshine and cloud; crops flourishing; health good; prices easy.
Seoni	Nil	Weather clear and cool; prospects good; cattle-disease continues; prices steady.
Hoshangabad	"	Weather seasonable; prospects fair; one case of cholera; fever slightly prevalent; prices steady.
Khandwa	"	Weather cloudy occasionally and warm; prospects good; general health good; rice 17, wheat 27, and <i>jowari</i> 30 seers per rupee.
Raipur	Slight rain on 30th January.	Weather cool; rabi prospects favourable; linseed and peas slightly damaged by cloudy weather; health good; trade dull; rice 25 and wheat 38 seers per rupee.
Sambalpur (Jan. 31st)	Nil	Weather cloudy and close; sugar manufacture in progress; health good; common rice 33 seers per rupee. <i>General Remarks.</i> —The weather has become cooler during last 2 days; prospects continue favourable; health generally good; prices steady.
British Burma— (Feb. 4th)		
Akyab (Jan. 31st)	Nil	One death from cholera in district, otherwise public health good; cattle healthy.
Bassein (" ")	"	Public health and health of cattle good.
Rangoon (" ")	"	Public health good.
Amherst (" ")	"	Public health and health of cattle good; quality of paddy good.
(Moulmein).		
Tavoy (" ")	2·76	Public health and health of cattle good; harvest nearly closed; estimated outturn 14,50,000 baskets, of which 8,000 sold.
Pega (" ")	Nil	Four deaths from cholera in one town, otherwise public health good; cattle healthy.
Henzada (" ")	"	A few cases of smallpox in Henzada town; two deaths from cholera in another town.
Prome (" ")	"	Cholera prevalent in town of Prome, in district sporadic only; cattle healthy; estimated outturn of paddy 8,042,340 baskets.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
British Burma—contd. Toungoo (Jan. 31st) Thayetmayo (" ")	<i>Nil</i> "	Public health good. Smallpox prevalent in town; cattle healthy; harvest completed. <i>General Remarks.</i> —Cholera prevalent in Promé town and in part of Amherst district, sporadic in five other districts; smallpox prevalent in towns of Thayetmayo and Henzada, sporadic in two other districts, otherwise public health good; cattle generally healthy; harvest operations nearly over.
Assam— Gauhati (Feb. 4th)	·85 rain during the week ending 3rd instant.	Weather seasonable; occasionally windy; lands being prepared for <i>sau</i> crop; sugarcane being cut; public health good.
Sylhet	·29	Public health on the whole fair; slight showers have benefited cold weather crops and facilitated ploughing.
Cachar	·23	Weather very cold; reaping of <i>kalei</i> finished, outturn about $\frac{1}{4}$ less than last year for want of rain; reaping of mustard progresses; common rice 17½ <i>seers</i> per rupee; health good.
Dibrugarh	·30	Weather seasonable; prospects of winter crops good; district healthy.
Mysore and Coorg— (Feb. 4th)		
Bangalore	<i>Nil</i>	Crops in Bangalore and Tumkur districts in fair condition, but withering in parts of Kolar; prospects depend upon early rains; general prices show a tendency to rise.
Mercara	"	Harvesting rice crop completed; threshing and coffee-picking continues; prices of coffee and cardamoms still low, and that of food-grains stationary; health generally good.
Barar & Hyderabad— (Feb. 4th)		
Anantoli	<i>Nil</i>	Weather cool and clear; cotton-picking and <i>jowari</i> -threshing continue; <i>rabi</i> plants progressing favourably; wheat 22 and <i>jowari</i> 26 <i>seers</i> per rupee.
Akola	"	Cotton-picking continues; <i>rabi</i> prospects good.
Hyderabad	"	Standing crops prospering; <i>rabi</i> sowings in progress; general health good; prices stationary, except <i>sure</i> which is 19 <i>seers</i> per <i>hali</i> <i>sica</i> rupee.
Central India States— (Feb. 4th)		
Indore	<i>Nil</i>	Sky slightly cloudy; heat increasing; health good.
Mozar (Gwalior)	·04	Total rainfall 32·89 inches; health and prospects good; weather seasonable.
Batna	<i>Nil</i>	Weather clear and cold; prospects good; smallpox prevalent in Southern Rewa.
Neemuch	"	Opium and other winter crops thriving; health good.
Goona	Few drops of rain	Health and prospects good.
Agar	<i>Nil</i>	Health and prospects good.
Sehore	"	Weather clear; opium and other crops good; health good.
Nowgong	·30	Total rainfall 73·07 inches; prospects favourable; weather clear; health fair.
Manpur	<i>Nil</i>	Wheat, gram, and opium crops are thriving; weather getting warmer; health good.
Rajputana— (Feb. 4th)		
Abu	<i>Nil</i>	Weather cloudy and windy.
Sirohi	·08 on 1st	Health and prospects good; weather fine.
Marwar	·24 on 30th January	Weather cloudy; health and prospects good; prices stationary.
Harowti	·08 at Tonk	Weather changeable and cloudy; health good.
Jhallawar	<i>Nil</i>	Weather has been changeable, but is now seasonable; health and prospects good.
Ajmere	<i>Nil</i>	Weather cloudy; fever continues; prospects good.
Jeyapore	<i>Nil</i>	Weather gloomy; prices firm; health good.
Ulwur	·33	Crop prospects excellent; health good.

T. W. HOLDERNESS,
Offg. Secy. to the Govt. of India.



SUPPLEMENT TO
The Gazette of India.

No 7. } CALCUTTA, SATURDAY, FEBRUARY 14, 1885.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known.

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No Official Orders or Notifications, the publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS.
Telegraph.

ADMINISTRATION REPORT OF THE INDIAN TELEGRAPH DEPARTMENT FOR
THE YEAR 1883-84.

No. 22 T., dated Fort William, the 4th February 1885.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter from the Director General of Telegraphs in India, No. 538 T., of 18th December 1884, and its enclosure—the Administration Report of the Indian Telegraph Department for the year 1883-84.

RESOLUTION.—During the year 1883-84, the development of the Telegraph Department was very marked. The mileage of telegraph lines was increased from 21,740 to 23,207; the mileage of wires from 62,960 to 68,669; the number of Telegraph Signal Offices from 324 to 347. Under each of these three heads the increase of the year has been greater than that of any of the three previous years. At the same time, great progress was made in giving practical effect to the scheme for combined action between the Postal and Telegraph Departments, as on the 1st December 1883 every Post Office in British India was constituted a Telegraph Receiving Office.

2. The net receipts of the Department have been, during the past four years, as follows:—

	R
1880-81	13,30,167
1881-82	6,18,568
1882-83	8,17,797
1883-84	3,80,078

A

3. The large reduction in the net receipts is due partly to an actual decrease in the message revenue, but mainly to an increase in working charges. The decrease in the net receipts of the Department is not, in itself, a circumstance which the Government of India regards with any dissatisfaction: the result is, to a considerable extent, due to the policy on which lines, known to be unremunerative, have been constructed in the public interests, and to other measures which have increased the general usefulness of the telegraphs of the country, but have tended to a perceptible reduction in the net receipts. The earnings on the new lines just opened may, however, be reasonably expected to increase. The working expenses for the years above mentioned were:—

	R
1880-81	31,71,470
1881-82	32,35,644
1882-83	33,39,442
1883-84	37,44,186

4. The increase in these charges is not quite proportionate to the increase in mileage of lines and wires, but it is very nearly so; it is explained in the Report that there have been, during the year under review, abnormally heavy charges for re-constructing some of the older lines.

5. The gross revenue of the Department for the past four years has been—

	R
1880-81	45,01,637
1881-82	38,54,212
1882-83	41,57,239
1883-84	41,24,264

6. The revenue in 1880-81 was to some extent abnormal in consequence chiefly of the operations in Afghanistan; the decrease in the year under review, which would have been greater but for a largely increased revenue under the head "Claims from guarantors," is mainly due to the increased proportion of messages which are sent by the public as "Deferred;" this fact is one which must be regarded with satisfaction, as indicating the popularity of the new system and of the rates for messages which were introduced in January 1882.

7. That portion of the total revenue of the year which is due to the actual transmission of messages compares with that of the previous year as follows:—

	R
1882-83	32,75,608
1883-84	32,20,067

giving a net decrease of R55,541. This decrease is entirely due to the reduction in the number and value of State messages.

The falling off in the number and value of these under the head of inland messages was as follows:—

	Number of messages.	Value. R
1882-83	253,731	6,09,818
1883-84	226,480	4,71,232

This diminution is rather a matter for congratulation than regret; it indicates, perhaps, economy in the Departments of Government, but more probably the quietness and contentment of the country. The number of State messages has never been so low since the year 1878-79. The private inland messages, on the other hand, shew a slight increase. The figures are—

	Number of messages.	Value. R
1882-83	1,189,437	13,86,630
1883-84	1,236,140	14,15,754

The increases appear to be as below :—

Line mileage	6.75 per cent.
Wire "	9.07 "
Offices	7.10 "
Private messages	3.92 "
Receipts from private messages	2.10 "

8. The increasing popularity of "Deferred" messages is apparent both in State and private messages. In the year 1882-83, the percentages of "Deferred" messages of these two classes of the whole number of each despatched were 56.06 and 32.03; in the year under review, these percentages were 57.49 and 39.63, respectively, of the total number of messages sent.

9. The steady increase in the foreign traffic is satisfactory; the State messages show a decrease in number, from 5,473 in 1882-83 to 4,918 in 1883-84; and the private messages a small increase, from 350,538 to 357,616. The Indian share of the charges on all foreign messages has increased from £12,79,160 to £13,33,081, and is the largest on record.

10. The speed with which messages have been transmitted has been, on the whole, satisfactory; this is particularly the case with regard to messages on the important route between Calcutta and Kurrachee, which carries a large proportion of the foreign traffic; the average speed on this route has been 62 minutes from Calcutta to Kurrachee, and 36 minutes from Kurrachee to Calcutta. These speeds are, with one exception, superior to those which have been obtained on this route during the past five years. On the Madras-Bombay route also, which is, perhaps, even more important as being the main line from the far East, the speed of transmission has been about 40 minutes: this rate excels any during the last five years.

11. The voluntary examination of signallers was held, as usual, during the year under review, to test the qualification of the staff for promotion. The Government of India notices with satisfaction the good results obtained, and desires that these results may be given every year in future reports; it is thought that this measure is likely to stimulate industry and exertion among the important body of telegraph signallers; and is, at the same time, one which gives to the Head of the Department good grounds on which he may promote, by selection, the most competent and able men.

12. During the year under review a temporary line of telegraph was completed between Burmah and Siam: the line was actually opened and messages were exchanged with Bangkok. It was found impossible, however, owing to the wild and unhealthy nature of the country, to keep the line in working order during the rainy season. Great exertions are being made during the current season to put this line on a permanent footing with every promise of success.

13. It is extremely satisfactory to notice that the scheme for combined action between the Postal and Telegraph Departments has worked well during the year, and that great progress has been made. The fact that this is so, shews that both the Departments have cordially co-operated to give the best effect to the wishes of Government. It has already been noticed that on the 1st December 1883, every Post Office in India was made a Receiving office for telegrams; from these offices telegrams are despatched, without extra charge, to the nearest telegraph station. Up to the end of the year under review, 24 telegraph offices, formerly worked by telegraph officials, were transferred to postal agency, and 31 new offices were opened under the charge of postal officials. Great progress has been made in instructing these officials in signalling duties: there is every prospect that a large number of new offices will be opened during the current year under the charge of those men who were being trained for this duty during the last year.

14. It would be interesting to know how far the public make use of the Telegraph Receiving Offices for the despatch of messages. The Government

of India desire that some statistics under this head may be given in the next Report.

15. The Telephone Companies have obtained a fair amount of support in the large cities of India. There are exchanges worked by private Companies at Calcutta, Bombay, Madras, Rangoon, and Kurrachee. During the year under review—

The number of subscribers increased from	244 to 411
The number of exchange connections increased from	244 to 392
Amounts realized increased from Rs78,009 to Rs1,19,865	

at these five towns. The royalty payable by the Companies to Government was reduced during the year from 10 per cent. to 5 per cent. on the gross receipts of the Company.

ORDER.—Ordered that a copy of this Resolution and of the Report be forwarded to the Secretary of State, and to the Local Governments and Administrations noted on the margin, and to the Government of Ceylon and the Commissioner in Sindh.

Also to the Foreign Department for communication to the Resident at Mysore and Coorg.

Also that a copy of this Resolution be forwarded to the Director General of Telegraphs for information and guidance.

Also that a copy of this Resolution and of the Report and Appendices A, B, and F be forwarded to the Home Department of the Government of India for information, and be published in the *Gazette of India*.

W. S. TREVOR, Colonel, R.E.,
Secretary to the Govt. of India.

ADMINISTRATION REPORT
OF THE
INDIAN TELEGRAPH DEPARTMENT
FOR
1883-84.

1. The year under review is principally remarkable for the steps that have been taken to spread and increase Telegraphic facilities throughout the country. The arrangements entered into during the latter half of 1883 with the Postal Department, under which every Post Office now accepts telegrams from the public for transmission to the nearest Telegraph Office, and the combination of the Telegraph with the Post Office at many small places where the traffic is not sufficient to support a separate Telegraph Office, have already enabled the Telegraph Department to extend its operations and the benefits of telegraph communication to numerous small trade centres which have previously depended on the post alone.

The scheme was still only in its inception at the close of the year, but the results already obtained go to show that the increased facilities are fully appreciated.

Telephonic enterprise, both by the Department and by private companies, has developed in a fairly satisfactory manner, but it cannot be expected that the use of the Telephone will be appreciated as rapidly in India as in Europe and America. The operations of the Department generally show satisfactory progress, although the net financial results of the year have been affected by abnormally heavy charges for re-constructing some of the older lines.

2. The total working expenses amounted to Rs37,16,330, and the earnings to Rs40,91,417, showing a surplus of Rs3,75,087.

3. The number of paid messages of all kinds tendered at Government offices was 1,828,514, against 1,799,179 during the previous year; but in order that the figures may be comparable, the number for 1882-83 is subject to a deduction of 81,688, being the number of paid messages transferred to the Government lines from licensed systems during the first nine months of 1882-83 under the rules then in force. Under the recent orders of Government, by which each administration retains its own collections on inland paid messages, all such messages transferred to other systems now only appear as paid messages in the accounts of the original administration and are carried free beyond its limits.

The real increase in the number of paid messages during 1883-84 over 1882-83 is therefore 111,023, or 6·4 per cent.

It is satisfactory to record that this increase on all messages is entirely under the head of private messages, and the total increase would have been still greater, but for a considerable decrease in the number of State messages.

4. The net value of paid messages was ₹32,20,068. The increased value of private messages was ₹93,412, or 3·56 per cent. The decreased value of State messages was ₹1,48,952, leaving a net decrease on both private and State messages of ₹55,540. In instituting a comparison between the two years, it is also necessary to allow for the change of account-keeping in dealing with licensed systems referred to above.

This system was in force during three months only in 1882-83 and throughout 1883-84. It is estimated that the loss to the Department and the consequent gain to the licensed systems due to its introduction amounted to ₹15,087 during the latter three months of 1882-83, and ₹1,01,428 for the year 1883-84. Had it not been for this change of system, the receipts of 1883-84 would, in spite of the great reduction in value of State messages, have shown an increase of ₹30,801.

5. The reduction in the number and value of State messages is due to the following causes:—

- (1) Greater brevity in the composition of messages both inland and foreign;
- (2) The increased use of the cheaper deferred messages;
- (3) The absence of any political excitement or military operations of any importance.

The despatch of a force to Egypt in 1882-83 abnormally swelled the cost of messages sent during that year, and accounts for a large proportion of the difference between the two years' figures. The average cost of an inland State message of all classes fell from ₹2·45 to ₹2·07 in the two years, and of Foreign messages—the Indian share only—from ₹8·7 to ₹7·5. The latter reduction is due to the adoption of an abbreviated Code recently prepared by this department, the use of which has led to a very perceptible economy in the costly foreign correspondence of the Government. A second edition of this book is now in the Press. It is therefore a matter for congratulation that the comparatively small loss suffered by the Telegraph Department is only an indication of the peaceful state of the country and of economies effected in other branches of the administration.

6. The Inland Tariff, with the exception of *Local* messages, continues to work well. *Urgent* private messages have not perceptibly increased: they constitute about 6½ per cent. of the traffic. *Ordinary* messages have declined 7½ per cent. or from 60·90 to 53·30 per cent., while *Deferred* private messages have gone up from 32·06 to 39·63. There has been a perceptible increase in this class since the change introduced on the 1st September 1883, under which delivery is effected on the arrival of the message instead of its being invariably detained till the following morning.

Local messages are not a success, a consequence of the extension of Telephonic communication. Only 11,177 valued at ₹4,694 were sent during the year, and it seems probable that their abolition would cause no public inconvenience.

Press messages have not exhibited any tendency to increase, their value for the past three years being practically stationary.

7. The miles of line and wire including cables increased respectively from 21,324 and 61,314 to 23,437 and 68,829. Of the latter, 24,519 miles of wire were maintained for the use of Railways, 104 miles of wire for Native States, and 857 miles of wire for Public and Private Lines.

During the year, 2,825 miles of new wire were put up for Railway use, and 405 miles of line and 612 miles of wire for connecting new branch Offices with the main system.

8. The number of Departmental Offices open at the close of the year, inclusive of 55* combined Post and Telegraph Offices, was 349 against 314 in 1882-83, and arrangements were nearly matured for opening a large additional number of the latter.

9. The Department also supplied with instruments, &c., and technically supervised and maintained 1,004 offices used by Railways, 195 by Public Departments, and 125 by private individuals and firms.

10. The total number of Telegraph Offices, including those belonging to licensed systems open throughout the Empire to the public for the receipt and despatch of messages at the close of the year, was 1,731.

11. In addition to the above, all Post Offices in the country, about 6,000 in number, were from the 1st December 1883 constituted "Receiving" offices for paid telegrams for despatch to the nearest Telegraph Office for onward transmission.

12. A general idea of the progress of the service will be obtained from the diagrams A and B annexed to this report.

The average cost per message was	R
And the average receipts	2'05
	2'25

The actual sums collected for each class of telegrams were as follows:—

		R
Inland	{ State	4,71,233
	{ Private	14,15,754
Foreign (Indian share)	{ State	37,124
	{ Private	12,95,957

REVENUE AND EXPENDITURE.

13. The total net capital expenditure of the Department during the year amounted to R24,51,539 made up as follows:—

Lines and Buildings	18,29,832
Tools and Plant	1,72,892
Workshop and Press	{ Buildings 9,880
	{ Machinery and Plant 6,041
	{ Materials 52,357
Store-houses	1,14,615
Stores	1,16,146
Charge for exchange on payments in England	1,66,790
Deduct Suspense Heads	17,014
	<hr/> 24,51,539 <hr/>

* 216 on 1st December 1884.

14. The following is an abstract Revenue Account for the year :—

RECEIPTS.		EXPENDITURE.	
	R		R
Message Revenue	32,11,370*	Repairs to lines	5,09,261
Receipts from State Railways for interest, &c.	5,62,539	Direction	1,59,480
Receipts from Guaranteed Railways	91,414	Accounts	45,660
Claims for Guaranteed and rented lines	1,50,730	Superintendence	6,88,476
Sales of books, &c.	17,532	Line maintenance	2,00,550
Miscellaneous, including Royalties from Telephone Companies	36,637	Check Office	46,319
News-free and other <i>pro forma</i> Revenue	22,195	Signalling	19,29,512
		Minor undertakings	12,077
		Non-departmental Offices	99,253
		Telegraph Stamps	3,982
		Other items	21,760
		Surplus	3,75,087
TOTAL	40,91,417	TOTAL	40,91,417

15. The total receipts under Revenue for 1883-84 exceed those for 1882-83 by Rs 72,791. This is attributable to increased receipts on account of Guarantees and Rents.

16. The *pro forma* message revenue is slightly less than that of 1882-83, owing to fewer news-free messages having been despatched during 1883-84.

TRAFFIC.

17. The following summary shows the percentage of the number and value of messages disposed of during the year, under the main heads of Inland and Foreign: full details of the actual figures for each division, together with a corresponding return for the previous year, will be found in Appendix B:—

CLASS.	INLAND.		FOREIGN.		TOTAL.	
	No.	Value.	No.	Value.	No.	Value.
State	12.43	14.64	0.27	1.15	12.72	15.79
Private	67.71	43.36	19.59	40.25	87.30	84.21
TOTAL	80.14	58.60	19.86	41.40	100.00	100.00

18. In Appendix B is also given the increase or decrease for 1883-84 in each division of the Department, as compared with the result of the preceding year, the figures for the entire system being as follows:—

CLASS OF MESSAGES.	ACTUAL.											
	INCREASE.						DECREASE.					
	Inland.		Foreign.		Net.		Inland.		Foreign.		Net.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
State . . . . .	...	...	...	...	...	...	26,891	1,38,585	11	555	10,200	14
Private	46,703	20,124	6	7,078	64,888	53,781	...	...	...	...	...	...
	Net				20,335	...	Net				...	55,800

* This is less by Rs 8,698 than the Check Office account (*see* Appendix B) owing to that amount, being the collections creditable to Provincial lines for the years 1882-83 and 1883-84, having been deducted.

It will be observed that a satisfactory increase is exhibited in private traffic both Inland and Foreign, while State messages exhibit a considerable decline in number and value, the decrease under Inland and Foreign being proportionately almost identical. This falling off in the revenue derived from messages on the public service is due to the figures for the preceding year having been abnormally raised both as regards internal and external correspondence in connection with the despatch of troops from India to Egypt.

19. The actual increase and decrease under the different heads are reproduced below in the form of percentages of each respectively:—

CLASS OF MESSAGE.	PERCENTAGE.											
	INCREASE.						DECREASE.					
	Inland.		Foreign.		Net.		Inland.		Foreign.		Net.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
State . . .	...	...	...	...	...	...	10'59	22'72	10'14	21'82	10'58	22'66
Private . .	3'92	2'10	2'01	5'31	3'49	3'56	...	...	...	...	...	...
			Net		1'46	...	Net					
												1'60

Here it will be observed that, although the private Inland messages have increased 3·92 per cent. in number, the receipts for the same have only increased 2·1 per cent. This is due to a more extended use of the deferred system. The relatively greater fall in the value than in the number of State Inland messages is traceable to the same cause.

20. The total number and value of paid messages, as compared with last year, is given below :—

YEAR.	STATE.		PRIVATE.		TOTAL.	
	No.	Value.	No.	Value.	No.	Value.
1882-83 . . .	250,204	6,57,309 11	1,539,975	26,18,298 9	1,799,179	32,75,608 4
1883-84 . . .	231,758	5,08,357 2	1,593,756	27,11,711 2	1,825,514	32,20,068 4

Inland Traffic.

21. The number and value, actual and proportionate, of Inland messages under the sub-heads of Urgent, Ordinary, Deferred, and Local, for the whole year under review were as follows:—

YEAR.	CLASS.	URGENT.		ORDINARY.		DEFERRED.		LOCAL.		TOTAL.		Average cost per message.
		No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	
1883-84.	State	60,377	2,47,463	34,853	55,343	136,405	1,85,671	3,300	1,898	286,880	4,71,274	2'07
	Private	76,679	3,06,317	653,301	8,18,305	485,874	3,43,525	7,868	3,796	1,835,922	12,81,214	1'39
	Press	750	8,724	5,098	18,553	4,370	10,014	...	...	10,218	57,891	3'65
	TOTAL.	130,706	4,62,513	691,451	8,83,301	620,646	5,39,210	11,177	4,694	1,463,080	18,01,779	6'34
Percentage of Traffic	State	26'39	33'51	14'45	7'89	53'49	39'40	1'46	0'40	100'00	100'00	...
	Private	6'42	18'07	33'30	39'89	39'83	24'84	'65	'80	100'00	100'00	...
	Press	7'34	33'30	49'80	49'96	48'76	20'85	...	...	100'00	100'00	...
	TOTAL.	9'54	24'55	47'33	46'70	48'43	28'50	'77	'35	100'00	100'00	...

22. The variation from year to year, since the introduction in 1882 of the present tariffs, of the numerical proportions of Urgent, Ordinary, Deferred, and Local messages is shewn below :—

<i>State.</i>					1881-82. (3 months.)	1882-83.	1883-84.
Local	.	.	.	.	0.65	1.04	1.46
Deferred	.	.	.	.	62.70	56.06	57.49
Ordinary	.	.	.	.	7.12	11.10	14.46
Urgent	.	.	.	.	29.53	31.80	26.59
					100.00	100.00	100.00

<i>Private.</i>					1881-82. (3 months.)	1882-83.	1883-84.
Local	.	.	.	.	0.43	0.64	0.65
Deferred	.	.	.	.	22.03	32.06	39.63
Ordinary	.	.	.	.	72.64	60.90	53.30
Urgent	.	.	.	.	4.90	6.40	6.42
					100.00	100.00	100.00

<i>Press.</i>					1881-82. (3 months.)	1882-83.	1883-84.
Local	.	.	.	.	Details not available	42.76	49.90
Deferred	.	.	.	.
Ordinary	.	.	.	.
Urgent	.	.	.	.
						7.34	
						100.00	

23. No change was made in the rates for Inland Telegrams during 1883-84.

24. The growth of Inland traffic since the year 1872-73 is shewn in the following statement. It will be seen that State messages vary from year to year according to the greater or less amount of correspondence in respect of political or military operations; and that private messages have more than doubled in number during the same period, and that, notwithstanding the reductions in tariff, the value of private messages has increased nearly 50 per cent. :—

Year.	STATE.				PRIVATE.				TOTAL PAID MESSAGES.				
	Number.	Value.	PERCENTAGE OF NUMBER COMPARED WITH PREVIOUS YEAR.		Number.	Value.	PERCENTAGE OF NUMBER COMPARED WITH PREVIOUS YEAR.		Number.	Value.	PERCENTAGE OF NUMBER COMPARED WITH PREVIOUS YEAR.		
			Increase.	Decrease.			Increase.	Decrease.			Increase.	Decrease.	
1872-73	57,448	1,91,213	9'39	...	3'47	548,846	9,96,150	4'93	...	606,294	11,87,363	5'35	...
1873-74	65,339	2,13,093	13'73	...	11'44	592,243	10,18,210	7'90	...	657,582	12,31,303	8'45	...
1874-75	77,226	2,57,315	18'19	...	20'75	658,522	10,73,835	11'19	...	735,748	13,31,150	11'89	...
1875-76	89,111	2,73,183	15'38	...	6'16	707,136	11,17,213	7'38	...	796,247	13,90,396	8'23	...
1876-77	99,003	3,21,472	11'10	...	17'68	874,348	13,61,173	23'64	...	973,351	16,82,645	22'25	...
1877-78	123,834	4,48,206	25'08	...	39'42	1,046,120	15,85,891	19'64	...	1,164,954	20,34,097	20'20	...
1878-79	209,544	7,44,177	69'21	...	66'03	694,307	14,34,297	...	7'82	1,173,851	21,78,474	0'33	...
1879-80	250,622	11,86,635	38'69	...	59'45	1,037,330	15,32,853	75'7	...	1,327,952	27,19,488	13'13	...
1880-81	314,370	12,98,222	8'64	...	9'59	1,044,107	14,08,582	4'82	...	1,358,477	27,06,804	5'69	...
1881-82	245,836	6,98,480	...	46'16	...	1,035,137	13,16,851	0'23	...	1,280,973	20,15,331	...	4'86
1882-83	253,731	6,09,818	3'21	12'69	...	1,189,437	13,86,630	14'90	...	1,443,168	19,06,448	12'66	...
1883-84	226,840	4,71,232	...	22'73	...	1,236,140	14,15,754	3'92	...	1,462,980	18,86,686	1'37	...

Foreign Tariffs, &c.

25. During the year 1883-84, the following were the principal events affecting the international system of telegraphs.

During May, 1883, a third cable was laid by the Eastern Telegraph Company between Suez and Aden, and the land lines of the Egyptian Government between Berber and Souakim having been interrupted since 2nd September 1883, in order to facilitate communications with Souakim in January 1884, the Company cut one of its three cables between Aden and Suez, and landed the ends at Souakim, at which place it has established a station.

The system of land lines in China has been extended during the year, and the following additional offices have been opened for international correspondence :—

Ningpo.	Kinning.
Lanchee.	Fattschan.
Puching.	Azouchow.

The Eastern Extension Telegraph Company divided its cable between Hongkong and Shanghai into two sections, and opened in June 1883 an intermediate office at Foochow.

In July, 1883, a second cable laid by the Great Northern Company between Vladivostock in Asiatic Russia, and Nagasaki in Japan, was opened for traffic, and in the same month the Kingdom of Siam was connected through Cochin China with the system of international lines, and offices opened for foreign messages at Bangkok and Batambang. This was followed in March 1884 by the opening of telegraphic communication between India and Siam, *via* Tavoy, but the difficulty in maintaining communication almost immediately necessitated the closing of the line until it can be rendered more secure during next working season.

Tonquin has also during the year been brought into connection with the international system by means of a cable laid by the French Government in February 1884, from Cape St. James in Cochin China to Haiphang in Tonquin.

The cable of the Eastern Extension Company between Madras and Penang was interrupted from 6th June to 9th July, 15th to 24th November 1883, and 15th to 24th February 1884, during which periods the alternative route from Penang, *via* Elephant Point, Rangoon, Akyab, and Calcutta, had to be availed of.

Other interruptions during the year of important cables more or less affecting India have been—

Cable between Zanzibar and Mozambique, interrupted 6th March 1883 to 24th April, 25th June to 11th July.

Cable between Hongkong and Amoy, interrupted 7th to 16th August 1883.

Cable between Shanghai and Foochow, interrupted 7th to 21st August, 22nd August to 4th September, and 9th and 10th November 1883.

Cable between Shanghai to Nagasaki, interrupted 6th to 8th September, and 14th to 17th September 1883.

Cable between Amoy and Shanghai, interrupted 3rd to 19th September 1883.

Cable in the Persian Gulf, interrupted from 8th to 20th November 1883.

Foreign Traffic.

26. The steady increase, both in number and value, of Foreign message

from year to year since 1873-74, is shewn below. Notwithstanding the decrease in State messages, the gross totals show an increase for the year under review :—

YEAR.	PERCENTAGE OF INCREASE, COMPARED WITH OTHER YEARS.	
	No.	Value.
1873-74 . . .	12.72	7.33
1874-75 . . .	15.75	6.24
1875-76 . . .	8.87	8.21
1876-77 . . .	22.44	5.34
1877-78 . . .	38.14	27.28
1878-79 . . .	5.28	0.42
1879-80 . . .	18.56	16.82
1880-81 . . .	29.52	17.47
1881-82 . . .	12.14	1.62
1882-83 . . .	7.10	6.98
1883-84 . . .	1.83	4.21

27. Appendix C shows the percentage of the number of messages between India and places to the westward by each route since 1871-72. The comparative results for the last four years are as follows :—

Routes.	1880-81.	1881-82.	1882-83.	1883-84.
<i>Via</i> Suez	74.44	66.91	50.79	56.88
„ Teheran	23.52	31.62	47.20	41.44
„ Turkey	2.04	1.47	2.01	1.68
TOTAL	100.00	100.00	100.00	100.00

The increase *via* Suez, and corresponding decrease *via* Teheran, as compared with 1882-83, are due to the fact that the former route was interrupted for about 2½ months of the latter year.

28. Particulars of Foreign traffic, corresponding to those for Inland traffic as given in paragraph 24, are detailed in the following abstract. As has already

been explained in paragraph 5, the decrease in State messages is due to an abnormal rise in the preceding year. A satisfactory increase is observable under private messages :—

YEAR.	STATE.				PRIVATE.				TOTAL.			
	Number.	Indian share of charge.	PERCENTAGE OF NUMBER COMPARED WITH PREVIOUS YEAR.		Number.	Indian share of charge.	PERCENTAGE OF NUMBER COMPARED WITH PREVIOUS YEAR.		Number.	Indian share of charge.	PERCENTAGE OF NUMBER COMPARED WITH PREVIOUS YEAR.	
			Increase.	Decrease.			Increase.	Decrease.			Increase.	Decrease.
1873-74	1,211	12,196	...	32.46	76,883	5,03,019	...	0.9	78,094	5,16,115	...	1.65
1873-74	1,203	11,251	...	0.66	86,683	5,40,877	12.72	7.33	88,886	5,52,128	12.54	...
1874-75	1,305	11,053	8.47	...	100,338	5,74,675	15.75	6.24	101,643	5,85,728	15.65	...
1875-76	1,875	17,076	43.67	...	109,247	6,21,876	8.87	8.21	111,122	6,38,952	9.32	...
1876-77	1,914	28,867	2.08	...	133,771	6,55,074	22.44	5.34	135,685	6,83,941	22.10	...
1877-78	2,259	35,827	18.02	...	184,801	8,33,778	38.44	27.28	187,060	8,69,605	37.86	...
1878-79	3,307	43,568	21.60	...	194,563	8,37,245	0.42	5.28	197,870	8,80,913	5.78	...
1879-80	3,272	49,232	...	1.05	231,287	9,79,809	18.87	17.01	234,559	10,29,041	18.56	...
1880-81	4,334	59,807	34.42	...	293,419	11,22,629	29.45	17.20	297,753	11,82,436	29.52	...
1881-82	4,270	40,237	...	0.95	328,132	11,55,433	12.33	3.44	332,402	11,95,669	12.14	...
1882-83	5,473	47,491	28.18	...	350,538	12,31,669	6.82	6.59	356,011	12,79,160	7.10	...
1883-84	4,918	37,124	...	10.15	337,616	12,95,957	2.01	5.21	362,563	13,33,081	1.83	...

29. Diagrams A and B give the number and value respectively of Inland and Foreign paid messages, from year to year, as far back as the record is available.

30. Appendix D is a classified abstract of Signal Offices, arranged in order proportionate to the amount of traffic originating at each, for the past ten years.

31. Appendix E shows the number of Signal Offices in each Division open at the end of 1882-83. The following stations were opened and closed during the year :—

Opened.	Date.	Closed.	Date.
Jalapahar	4th April 1883.	Hoshungabad	2nd April 1883.
Bhopal	12th "	Riphima	14th "
Kotagiri	13th "	Prince's Dock (Bombay)	23rd "
Nazira	9th May 1883.	Rupar	26th "
Bogra	20th "	Kach	1st June 1883.
Chittoor	1st June 1883.	Danaurie	16th "
Malapuram	14th "	Poozoondoung (Rangoon)	2nd July 1883.
Thal Chotiali	18th July 1883.	Dinewoonquin (Moulmein)	3rd "
Ellore	23rd August 1883.	Moopoon (do.)	3rd "
Saharunpore	31st "	Gulistan Karez	22nd August 1883.
Gadarwara	20th September 1883.	Kushdil	22nd "
Pisheen	28th "	Chetput (Madras)	3rd December 1883.
Sutna	29th October 1883.	Adyar (")	10th "
Rewah	3rd November 1883.	St. Thome (")	10th "
Nichuguard	1st December 1883.	Pegu	27th February 1884.
Sasseram	7th "		
Mylapore (Madras)	10th "		
Verarajendrapet	23rd January 1884.		
Nagpur City	14th February 1884.		
Cuddapah	16th "		
Myitta	17th "		
Ponsekai	20th "		
Ammatti	21st "		
Ranikhet (Cantonment)	23rd "		
Tirupati	26th "		
Meerut City	3rd March 1884.		
Budaun	10th "		
Shalkia (Calcutta)	10th "		
Muzaffarnagar	11th "		
Poonamallee	11th "		
Palitana	15th "		
Salem	15th "		
Nanpura (Surat)	17th "		
Saifganj	20th "		
Bassein (Bombay)	21st "		
Nagore	21st "		
Randere (Surat)	21st "		
Kaira	22nd "		
Tranquebar	24th "		
Badagara	25th "		
Mahé	25th "		
Arcot	25th "		
Walajanagar	25th "		
Hissar	26th "		
Bhiwani	30th "		
Rohtak	30th "		
Amya	31st "		
Haripur	31st "		
Multan City	31st "		
Wariur (Trichinopoly)	31st "		

Number of permanent offices open on 31st March 1883	314
Deduct—Number of offices closed during 1883-84	15
Add—Number of offices opened during 1883-84	50
Number of permanent offices open on 31st March 1884	349

32. The following Departmental Signal Offices were worked by non-departmental agency at the close of the year :—

Worked by Post Masters (55 offices).

Agra City, Belanganj.	Bassein (Bombay).	Dehra Dun.
Allahabad City.	Bhiwani.	Dinagepore.
Ammatti.	Budaun.	False Point.
Arcot.	Chiplun.	Haripur.
Badagara.	Cuddapah.	Hazaribagh.

Worked by Post Masters (55 offices)—continued.

Hissar.	Nanpura (Surat).	Salem.
Hoti Mardan.	Nasik.	Shalkia (Calcutta).
Kaira.	Nichuguard.	St. Thomas' Mount
Kalka.	Pachmarhi.	(Madras).
Kotagiri.	Palitana.	Sutna.
Kurnool.	Poonamallee.	Tirupati.
Mahé.	Purneah.	Tranquebar.
Matheran.	Rajapur.	Triplicane (Madras).
Meerut City.	Rajkot.	Vepery (,,)
Multan City.	Randere (Surat).	Verarajendrapett (,,)
Muzaffarnagar.	Ratnagiri.	Vizianagram.
Mylapore (Madras).	Rewah.	Walajanagar.
Nagore.	Rohtak.	Wariur (Trichinopoly).
Nagpur City.	Saidapett (Madras).	

At the following stations postal work was done by Telegraph Masters in addition to their duties:—

Myanoung.	Dhunsiri Mukh.
Meesa.	Dimapore.
Kaliabar.	Kelat.
Diamond Island.	

Worked by Clerks in Deputy Commissioners' or Magistrates' offices (5 offices).

Bolaram.	Ngathinggyoung.
Dhulia.	Seoni.
Thaton.	

Worked by Light-house-keeper (1 office).

False Point Light-house.

Worked by Military Signallers (41 offices).

Ahmedabad Camp.	Dum-Dum Cantonment.	Malapuram.
Allahabad Cantonment.	Fort St. George, Madras.	Mian Mir.
" Fort.	Fort William, Calcutta.	Moradabad.
Almorah.	Gandakinduff.	Naini Tal Cantonment.
Attock.	Gwalior.	Naushara.
Bellary Cantonment.	Jalapahar, Darjeeling.	Pisheen.
Bukloh.	Jullunder.	Ranikhet.
Chakrata.	Jumrood.	Saugor.
Colaba, Bombay.	Jutogh.	Sharigh.
Dagshai.	Kach.	Sitapur.
Dalhousie.	Kamptee.	Solon.
Dharamsala.	Kirkee.	Subathu.
Dilkusha.	Kurrachee Cantonment.	Thal Chotiali.
Dinapur.	Mach.	

Abstract.

Worked by Post Masters	55
" " Clerks	5
" " Light-house-keeper	1
" " Soldiers	41
Total worked by non-Departmental Agency	102
" " " Departmental Agency	247
TOTAL	349

Complaints.

33. Appendix F contains details of all complaints received from the public during the year, those chargeable to this Department being separately shown from those in which other administrations were in fault.

Out of a gross number of 802 complaints made, 535 were admitted, and 267 proved groundless. The gross number of complaints received, including those rejected, was 0·40 per 1,000 messages, as against 0·32 during the preceding year. As explained in previous reports, an enhanced number of complaints by no means necessarily indicates diminished efficiency in the service. It is more probably traceable to the fact that the public and especially native senders find their complaints so promptly dealt with that they yearly become more and more exacting.

34. Of messages jointly transmitted by the lines of this Department and of other telegraph administrations, the complaints, an investigation of which showed this department not to be in fault, were 446 in number, of which 214 were admitted and 137 rejected, while the remaining 95 were either still under investigation at the close of the year, or barred from further enquiry by the International rules.

Speed of Transmission.

35. The average time occupied in the disposal of traffic on the principal routes for the past five years has been as under: on the Rangoon-Calcutta route the average speed of transmission has been lowered by the heavy traffic diverted to this line during the interruptions which occurred on the Madras-Penang cable. On all the other lines an improvement is shown:—

	1879-80.		1880-81.		1881-82.		1882-83.		1883-84.	
	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
Calcutta to Kurrachee	1	10	1	22	0	55	1	24	1	2
Kurrachee to Calcutta	0	45	0	59	0	41	1	3	0	36
Calcutta to Bombay	1	13	1	6	1	1	1	21	1	6
Bombay to Calcutta	1	4	1	1	1	3	1	0	1	10
Calcutta to Madras	1	27	1	14	1	9	1	16	1	7
Madras to Calcutta	1	27	1	15	1	13	1	18	1	4
Madras to Bombay	0	48	0	49	0	45	1	0	0	40
Bombay to Madras	0	40	0	45	0	44	1	0	0	38
Bombay to Kurrachee	0	43	0	53	0	45	1	6	0	35
Kurrachee to Bombay	0	37	0	48	0	40	0	51	0	30
Rangoon to Calcutta	3	15	2	9	1	23	1	27	2	50

News-free Messages.

36. The number of news-free messages, such as Mail Steamer reports, as compared with the corresponding figures for the preceding year, have been as follows:—

	No.
1882-83	895
1883-84	784

Traffic with Licensed Telegraphs.

37. Since the 1st January 1883, the adjustment of the shares of this Department and of Licensed Telegraphs, in respect of messages exchanged between the two systems, has been discontinued, and each administration now retains its own collections. The number of messages transferred between

the Government and Licensed systems for the last two years has been as follows:—

1882-83	230,396
1883-84	284,575

The figures given in Appendix G show that the traffic exchanged with Railway Telegraphs has increased seven-fold since 1873-74.

Press Messages.

38. Details of the number and value of the Press messages sent during each month of the year will be found in Appendix H. This class of traffic has not, so far, shown any signs of development. The tendency to decreased value per message appears to be due to the enhanced use of the deferred system:—

	No.	Value. R
1881-82	7,941	40,975
1882-83	10,832	40,553
1883-84	10,750	39,593

Undelivered Messages.

39. The number of messages which could not be delivered to the addressees and the causes which prevented delivery, together with the corresponding figures for last year, are given below. Although the number of cases in which delivery could not be effected is higher, the percentage of non-delivery is rather lower, and in almost all the cases the cause was beyond the control of this Department.

CAUSE OF NON-DELIVERY.	1882-83.		1883-84.	
	No.	Percentage.	No.	Percentage.
1. Not found; address insufficient	1,489	071	1,557	072
2. Not found at address given	1,737	084	2,235	104
3. Address changed in transmission	64	003	54	002
4. Left station; new address not known	400	019	417	020
5. Left India	135	006	129	006
6. Left for original station	1,123	054	1,177	058
7. Returned by Dead Letter Office	1,011	048	1,342	062
8. Addressee, or address given unknown	133	006	222	010
9. Refused	142	007	122	002
10. Other reasons	286	014	283	014
TOTAL	6,520	0312	7,538	0350

Interruptions to Traffic caused by Faults on Lines.

40. The faults on Departmental lines which caused any material delay to message traffic numbered 232, aggregated 2,036 hours, and the average duration of each was 8.7 hours.

A special reference to the causes of such faults to which Indian Lines are peculiarly liable, and a statement of the interruptions on lines due to extraordinary causes during the year under review will be found further on under the head of "Lines."

Signalling Establishment.

41. At the close of the year there were 1,134 Departmental Telegraph Masters and signallers and 169 Military signallers on the strength of the establishment: in addition 5 clerks in civil offices, 55 postal clerks and 1 Light-house keeper were employed in conducting Telegraph duties at the stations indicated in paragraph 32. The number of soldiers trained in telegraphy during the year was 90, and 99 more were under instruction at the close of the year.

Pensioned	2
Struck off strength of Department	5
Dismissed	12
Resigned	8
Died	12
Transferred to other Departments	2
TOTAL	41

42. The number of casualties among the Departmental signalling staff during the year has been 41, a percentage of 3·61, due to the causes marginally noted.

Voluntary Examination of Signallers.

43. A general examination was held during the months of October and November 1883, for testing the qualifications of candidates for promotion. The following were the subjects of examination :—

I. Handwriting and Signalling	300
II. Knowledge of Instruments and Connections	200
III. Knowledge of Traffic and Tariff Rules	150
IV. Education, <i>vis.</i> :—	
Electricity and Magnetism, Arithmetic and Logarithms, Algebra and Trigonometry, Geography.	200

In addition to the above, 100 marks were awarded as a maximum for conduct, and 50 marks for special service.

The maximum marks obtainable aggregated 1,000, from which deductions were made on account of registered punishments. It was a primary condition that a candidate should attain the standard departmental rate in signalling of 20 words net per minute before he could be examined in the other subjects, and 277 out of about 500 candidates qualified for further examination in accordance with the above rule. Of these 277, 20 signallers who were in the "Good" grade were promoted to the "Superior" grade to fill existing vacancies, and 17 in the "Average" who qualified for the "Superior" were forthwith promoted to the "Good" grade, and declared to be eligible for promotion to the "Superior" as vacancies might occur; 107 Telegraph Masters and signallers in the "Average" grade were promoted to the "Good" grade, and 45 succeeded in gaining sufficient marks to qualify for the "Good" grade and were declared eligible for promotion to that grade on vacancies occurring.

There were therefore—

20 actual promotions to the Superior grade.

124 actual promotions to the Good grade.

Of these, 17 in the "Good" grade are eligible for promotion to the "Superior," and 45 in the "Average" grade are eligible for the "Good" grade.

The answers were, as a rule, fair, and showed the attainments of the signalling staff to be satisfactory.

EXTENSIONS OF LINES AND WIRES AND LINE MAINTENANCE.

44. In Appendix I will be found a classified Return of the mileage of lines and wires maintained by the Telegraph Department on the 31st March 1884.

45. The following are the total mileages of line, wire, and cable contrasted with those existing on the same date in 1883 :—

	Line.	Wire.	Cable.
1882-83	21,924	63,182	130
1883-84	23,341	68,694	135
Difference added during 1883-84.	1,417	5,512	5

This difference is distributed as follows :—

Added during 1883-84—	Line.	Wire.	Cable.
For Railway use	731	2,825	2
For New Branch offices	405	612	...
For Departmental use	281	2,075	3
Total additions	1,417	5,512	5

46. The following shows the distribution of the total length of wire maintained :—

For Departmental use	43,163
For Railway use	24,512
For Native States	104
For other Departments	61
For Public and Private Lines	854

There are besides 135 miles of cable, of which 125 miles are in Departmental use, 7 miles in Railway use, and 3 miles rented to a private firm.

47. Appendix J gives the particulars of lines maintained for Railway purposes by the Telegraph Department.

48. The total cost of repairs to lines in 1883-84 was Rs. 5,09,261, against Rs. 2,27,592 in 1882-83. The primary cause of this excess, as stated in paragraph 1, being due to extensive renewals of posts.

49. In the section of this Report relating to Traffic, particulars of the principal interruptions which caused any delay to traffic are given. Appendix K is a statement of all interruptions of every kind that occurred on Departmental wires during the year.

50. Regarding these interruptions, it is desirable to note some of the special causes for them to which lines in India are particularly liable. The hot moist climate of many parts of India is peculiarly favourable to rust, whilst in other parts of the country white ants and dry rot do their share of mischief. The long spans (many of over half a mile of from post to post) render the mountain lines difficult to keep unbroken during snow. Many miles of line run through forests, where the annual fires bring down trees on the lines, and, when the posts are of timber, burn them also. Fires in villages are another cause of damage. Birds, again, are the cause of numerous faults on the lines; they build nests on the brackets; they constantly drop waste pieces of fencing and telegraph wires across the wires, and indeed specimens have been brought in of nests made of odds and ends of wire, whilst dead snakes and offal of all sorts are constantly dropped by them.

An unusual and extraordinary source of interruption is the destruction of Telegraph lines by elephants. Three interruptions were due to this cause during 1883-84. They were as follows :—In November 1883 the line between Gudalor and Tippakadu, in the Madras Division, was pulled down by elephants, and in May 1883, on two occasions, considerable mischief was done to the telegraph on the Shwegyin-Pegu section by these animals, necessitating extensive repairs.

51. The following Table gives the number of interruptions due to extraordinary causes during the year :—

Fires.	CAUSED BY BIRDS.		Lightning.	Wild elephants.	Trees falling on lines.
	Fencing wire.	Offal.			
11	44	10	23	3	173

52. The following is a review of the most important interruptions which have occurred on the Departmental lines during the year:—

Assam Division.—The chief interruptions were during the months of April and May, and were all due to the severe storms prevalent during these months in this part of the country.

Bellary Division.—Nearly all the interruptions in this division were on the Hubli-Karwar section, where the line passes through dense jungle. During the monsoon months trees are constantly being blown down, and falling on the line cause much damage.

British Burmah.—The interruptions in this division are usually on the line between Moulmein and Tavoy, and are due to the difficult nature of the country through which it passes, as well as the climate, the line being exposed to gales of no ordinary severity and an excessive rainfall.

There were three interruptions due to trees falling and two to fires.

On the 26th April the cable across the river at Elephant Point failed and continued interrupted until the 6th June, when the laying of the new cable was completed and communication restored.

Beluchistan Sub-Division.—The interruptions in this remote sub-division are invariably caused by gangs of marauders who cut the line and steal the wire. Scarcely a month passes without a report being received of this nature. In October 170 yds. of wire were stolen from the line in one raid.

Punjab Division.—The severe storm which passed over the North-West of India in June 1883, seriously damaged the lines between Roorkee and Meerut, necessitating special repairs somewhat extensive in character to put the damaged portion of the line in order again.

Ganjam Division.—In this division the chief difficulty to be contended with is the mischief caused by floods and the impassibility of the large rivers which the line crosses. There were no less than four interruptions which are attributable to this cause, their duration being prolonged owing to the difficulty of crossing the rivers when in flood. The interruptions due to the flooding of the Byree river alone aggregated 306 hours.

Dacca Division.—Here, as in the Ganjam Division, interruptions are chiefly due to floods and the erosion of river banks. The span at Dingraghat, across the Mahanuddy, was carried away by the river suddenly rising and cutting away its banks and the masts supporting the line. This occurred in August 1883.

Bombay Division.—During May, June, July, and August several interruptions occurred owing to the flooding of the Taptee at Surat.

Nagpore Division.—Serious damage was done to the telegraph in July 1883, owing to the flooding of the River Sheonallee near Rajnandgaon.

Sind Division.—Considerable damage was caused by the country being flooded for 80 miles in July 1883.

53. In Appendix L will be found a statement of all the interruptions that have occurred on Licensed Telegraph Lines during the year.

Indo-Burmese Land Lines.

54. Some inconvenience was caused to the public during the year by imperfect communication between India and Burma. The land lines connecting Calcutta with Burma are exposed to the influence of violent storms and suffered considerably on more than one occasion; and unfortunately the same influences

appear to have affected the cable between Madras and Penang, which provides an alternative route, for more than once both were simultaneously interrupted. The importance of this route is fully recognized, every effort continues to be made to improve and strengthen the lines, a large expenditure has been incurred, and it is confidently hoped that the liability to accidents has been reduced to a minimum.

Indo-Ceylon Cable.

55. The cable connecting Ceylon with India failed in October 1883 and again in March 1884, and, although temporarily repaired, its condition was found, on careful examination, to be so precarious that the necessity for laying a new one had to be faced. The needful steps in this direction have since been taken.

The present cable was laid in 1867, replacing one that had been laid in 1858, so that it has had nearly twice as long a life as the latter; and there seems reasonable ground to hope that, after a new cable has been laid, it may be found possible so to repair the present one as to make it a fairly reliable alternative. Repairs so extensive, if even ultimately successful, would stop all communication for a considerable period, and their execution has therefore been postponed until after the successful laying of a new one.

Tavoy-Siam Line.

56. Notwithstanding strenuous exertions, it was not found possible to maintain communication by this line. A trial line was completed and messages exchanged with Bangkok, but the physical and climatic difficulties were so great that it was found impracticable to continue, and the permanent opening of this very important route has had to be postponed.

Arrangements have been made for simultaneously pushing on with the construction of a bridle path through the forest, and for entirely re-constructing the Telegraph line with stronger materials during the cold season of 1884-85; picked officers and a large force of men have been provided, and, in spite of difficulties, which are altogether exceptional, the early final establishment of this new link in the international system is looked forward to with some confidence.

ELECTRICAL.

57. There has been much activity in this branch.

Experiments of all kinds have been vigorously prosecuted and numerous improvements in apparatus accomplished. The progress made in England and other countries is carefully watched, and recent inventions in electrical instruments, which seemed to promise good results, have been obtained and subjected to experiment and scientific test by the Electrician.)

In a prolonged tour the Director-General was able to satisfy himself personally of the general excellence of all electrical arrangements in offices.

STORES AND WORKSHOPS.

58. The following are the items of expenditure under this head during the year :—

	R
Purchase of stores in India	1,74,943
London stores, including freight and landing charges	11,08,950
Workshops and Press	2,95,162
Store-keeping	98,955
Superintendence	28,738
Stationery received and Printing work done without charge	45,829
TOTAL	17,52,577

The value of the outturn from the Workshops was $\text{Rs } 4,95,651$, and from the Press $\text{Rs } 31,235$, against $\text{Rs } 4,77,343$ and $\text{Rs } 37,532$ of the previous year.

59. The use of locally-manufactured stores has been extended.

Window shackles for terminating wires at offices are now being manufactured for this Department by Messrs. Burn and Company. Castings made in Bombay have been used, and have given so much satisfaction that further orders for them have been given to local firms. Endeavours were made, and are being continued, to obtain suitable castings from the Barrackur Iron Works.

The manufacture of wrought-iron tubes and cast-iron sockets for telegraph posts was increased, and is being carried on, on a still larger scale in the Departmental Workshops at Calcutta.

The porous pots manufactured in this country are not a success. The fact is that a peculiar quality of pottery is required for battery purposes, the process of producing which is at present known only to one firm in England, and is a well kept secret.

60. The substitution of old rails for standards has been continued with success.

61. A large collection of electrical apparatus peculiar to this Department and manufactured in the Departmental Workshops, was shown in the International Exhibition which was held in Calcutta in the winter of 1883-84.

The exhibit was very creditable and resulted in the following awards :—

I.—First class certificate and Silver medal for carpentry and joinery.

II.—Second class certificate and Bronze medal for wire twisting and paper punching machines.

III.—Certificate and Gold medal for Telegraph instruments and apparatus.

LICENSED SYSTEMS.

62. Some mention of the working of the rules for licensed Telegraph systems seems called for, as the first complete year of their application terminated towards the close of the official year.

63. Under the licensed systems are included all Railway Telegraph lines and systems outside the Imperial Telegraph Department, which are permitted to receive and carry messages for the public on payment.

64. In England, as in other countries, where the Telegraphs are the property of the State, the monopoly of despatching messages on payment is strictly enforced; and although Railway Companies in Great Britain are permitted to despatch such messages, they do so merely as agents for the Telegraph Department of the State, and retain only a portion of the fees, even when the transmission is completed within the limits of their own Railways.

65. The rules* in force in India from 1874 to the 1st January 1883 permitted Railway administrations to retain the whole of the fees collected for local messages, namely, for such as were received at and delivered from offices of the same Railway; but messages traversing greater distances were, in the interests of the public, required to be transmitted the greatest possible distance by the State lines; and although in practice such messages travelled on an average nine-tenths of the distance on the lines of the Department, the latter was only credited with three-fourths of the fees collected for such messages.

66. Liberal as these conditions were, the Government decided in 1882 to offer still further inducements to licensed administrations to provide facilities for

* These rules were only partially applicable to certain Railway Companies.

the public and published a resolution, of which the following is an extract, conceding to each licensed system the privilege of retaining the whole of the collections made for Inland messages, irrespective of its extent or its share of the work done:—

Extract from Public Works Department Resolution Nos. 203-35A. T., dated and May 1882.

"The Governor General in Council * * * is * desirous, in the interests of the senders of telegrams, that Railways should be encouraged to carry public telegraphic messages to as great an extent as is compatible with the proper use of their telegraphs for the primary purpose of Railway Traffic."

* * * * *

"With this object, and also to simplify account-keeping, to ensure uniformity of procedure, and to develop telegraphic communication, it is resolved—

- "I.—To extend to canal telegraphs also the privilege of carrying telegraphic messages for the general public;
- "II.—That in future every railway or canal, or other duly licensed telegraph office, at which a message may be tendered for despatch, shall retain the value of the message it sends, excepting such amounts as have to be again disbursed under the rules; for instance, for reply paid, post registered messages, &c.;
- "III.—That there shall be but one public telegraph message system throughout India, applicable to railway, canal, or any other telegraphic system licensed to carry messages for the public; and
- "IV.—To provide for economical maintenance the principle enunciated in Resolution, Public Works Department, Nos. 125-28T of the 4th March 1871, that the maintenance of Government and Railway Telegraphs should be combined and vested in the Telegraph Department whenever practicable, is re-affirmed, and is now extended to canal telegraphs."

67. It is obvious that the effect of this concession must have been a diminution in the cash receipts of the Telegraph Department, but it should also be known that, besides giving up its fair share of receipts in order to encourage "licensed systems to carry public telegraph messages", the Government also pays the whole cost of the Telegraph Department Check Office, which is really the Telegraph Clearing House for the whole of India. It also bears the whole cost of publishing and distributing the tariffs and regulations for the public, as well as the various orders on which the interchange of traffic of the many systems depends.

68. The Government share of the value of transferred messages that would have accrued to the end of the official year had it not been for this concession was Rs. 1,16,515; but it is hoped that the anticipations expressed in 1882 "that any loss thereof will be more than compensated for by the effect of the additional facilities thus given to the public" may ere long be completely fulfilled.

UTILISATION OF POSTAL AGENCY IN THE OPERATIONS OF THE TELEGRAPH DEPARTMENT.

69. The question of the expediency of amalgamating the Telegraph and Postal Departments in this country has more than once been raised during recent years and has received very careful consideration; but notwithstanding the advantages which such an amalgamation seemed to offer, difficulties peculiar to this country and objections of so grave a character presented themselves that it was never found practicable to take any steps in the direction of amalgamation.

70. The main advantages expected from an amalgamation of this kind is to extend the use of the telegraph by increasing the number of telegraph stations,

and by spreading these stations widely over the country; and as the amount of work at many of these would be insufficient to employ a special staff, the extension of the Telegraph was contingent on other remunerative work being available for them, and the combination of Postal with Telegraph work offered the simplest solution of the problem.

71. But it appeared not impossible to achieve this result without incurring the disadvantages and risks to efficiency which were found to be inseparable from any attempt at complete amalgamation, and the Director General of Telegraphs was instructed to "proceed with method and vigour" towards combining the charge of the Telegraph with the Post Office in any station where circumstances rendered such a course possible.

72. It will be convenient to reproduce here the Resolution of the Government of India on this subject, which was published as soon as the Director General was able to submit a definite plan of operations.

Resolution by the Government of India, Public Works Department, No. 287T., dated Simla, 9th October 1883.

Read—

Paragraph 6 of Public Works Department Resolution No. 169-90T., dated 31st May 1881.

Letter from Director General of Telegraphs, No. 454, dated 14th July 1883.

Public Works Department letter No. 253T., dated 22nd August 1883, to the Director General of Telegraphs.

Letter from Director General of Telegraphs, No. 480T., dated 29th August 1883.

OBSERVATIONS.—In pursuance of the orders of the Government of India, the Director General of Telegraphs now submits a scheme, drawn up in consultation with the Director General of the Post Office, for utilising the agency of the Post Office in extending the operations of the Telegraph Department. The following are the main heads of this scheme, which has the cordial approval of the Government of India:—

1. To constitute every Post Office in the empire a receiving office or depôt for the receipt of "Inland" telegrams from the public, whence "Inland" telegrams will be despatched by post to the nearest telegraph station, whether such station be a Government office or an office of a licensed telegraph system.

The charge to the public for a telegram received at a Post Office to be the same as the charge for a telegram received at a Telegraph Office.

2. To train a number of Post Office officials in telegraph duties (their pay while under training and all connected expenses being borne by the Telegraph Department) for the purpose—

(a) of combining telegraph with postal work at telegraph stations where the work can be done efficiently and cheaper by using the agency of the Post Office; and

(b) of working branch telegraph stations off the present main routes, which it is proposed to establish in Post Offices.

3. To erect short lines of telegraph inexpensively constructed, connecting the existing telegraph system with the Post Offices in towns in the vicinity, with the object of bringing the advantages of the telegraph within the reach of people off the main routes, thus providing a large extension of its sphere of usefulness at the least possible expense to the State.

The extent of these connections must be limited by financial considerations, but it is hoped that Local Governments and Administrations will be ready to contribute towards the expense involved, when it is known that this expense under the arrangements now sanctioned will be reduced to a minimum.

4. It has also been proposed by the two Directors General that in order to remove friction and to facilitate the combined working, the Postal Department shall make no charge for postage, registration, &c., of articles on Telegraph service, and that all telegrams sent by the Post Office shall be considered as "on the service" "of the Telegraph Department," and transmitted without charge over the lines of the Telegraph Department.

ment, and of all licensed telegraph systems. This proposal is approved by the Government of India, and may be carried into effect from such date as may be arranged by the two Departments.

5. Detailed rules for the guidance of Postal telegraph receiving offices will be drawn up by the heads of the two Departments concerned, but it may be generally stated that inland telegrams tendered at such offices may be paid for either in cash or in postage labels, while in the case of branch telegraph stations established in Post offices payment may be made in telegraph stamps also.

6. As regards the adjustment of accounts between the Postal and Telegraph Departments, the former will debit the latter with the usual discount on the sale of postage stamps used in payment for telegrams, and with the actual extra expenditure incurred in working Postal telegraph offices.

7. The Government of India is unwilling to bind either Department by the issue of further precise instructions, and confidently leaves the development of the scheme in the hands of the two Directors General, subject to their submitting from time to time such of their proposals as may require the sanction of higher authority.

The desired economical extension of the telegraph will depend largely on cautious tentative measures adopted, with the consent of both Departments, in the light of experience gained by actual working.

8. In conclusion, His Excellency the Viceroy in Council desires to express his recognition of the spirit in which the two Directors General have taken up this scheme for the development of telegraphic communication in India, and his appreciation of the liberal and ready manner in which the Director General of the Post Office has met the proposals of the Director General of Telegraphs.

73. Thanks to the cordial co-operation of Mr. Hogg, the Director General of the Post Office, who not only placed all the resources of the Post Office at the disposal of the Telegraph Department, but also deputed one of his principal officers for the purpose: the scheme sketched out in this Resolution was brought into operation with great expedition. Detailed rules were drawn up for the guidance of Postmasters, and on the 1st December 1883 every Post Office in the country was made a Telegraph Receiving Office, whence telegrams were dispatched without extra charge to the nearest telegraph station; the training of postal employes was pushed on with vigour in different provinces, and by the close of the year 55 offices were worked by Postal Agency.

74. The following statement gives particulars of these, and shows also in *italics* the number of new offices which had been opened and arranged for at the date of writing this report:—

Number of existing Offices transferred to Postal Agency.	NUMBER OF NEW OFFICES OPENED.			Total number of Offices worked by Postal Agency.	Number of Offices arranged for, but not yet open.
	Connected with Departmental Offices.	Connected with Railway Offices.	Total.		
24	21	10	31	55	146
56	86	74	160	216	131

75. The success so far has been eminently satisfactory, and there is every reason to hope that the native public, whose needs have been mainly considered, are able to appreciate and quite ready to avail themselves of the facilities which it is the object of the scheme to bring to their doors.

76. This notice would be incomplete without special mention of the interest taken in the scheme by Mr. Douglas, Deputy Director General of the Post Office, and of the energy and ability which he devoted to its successful accomplishment.

PRIVATE LINES AND TELEPHONE EXCHANGES.

77. The following statements show the transactions of the Telephone Companies during 1882 and 1883, as also the extent of the departmental operations for the last three years:—

Telephone Companies.

1882.

	No. of Subscribers.	No. of Exchange Connections.	No. of Private Lines.	Amounts realized.
Calcutta	102	101	2	R 32,215
Bombay	90	87	3	25,194
Madras	24	28	...	6,650
Rangoon	17	17	...	6,250
Karachi	11	11	...	2,700
TOTAL	244	244	5	73,009

1883.

Calcutta	195	178	18	R 52,839
Bombay	134	132	3	38,597
Madras	30	33	...	7,479
Rangoon	40	37	13	16,750
Karachi	12	12	...	4,200
TOTAL	411	392	34	1,19,865

Government Telephones.

YEAR.	No. of Ex- changes.	No. of EXCHANGE CONNECTIONS.		Total Exchange Con- nections.	PUBLIC LINES.		PRIVATE LINES.		Amounts realized.
		Public.	Private.		No. of Circuits.	No. of Offices.	No. of Circuits.	No. of Offices.	
1881	4	24	...	24	11	16	26	51	R 19,808
1882	8	45	11	56	42	65	46	82	40,069
1883	12	81	11	92	48	74	41	74	47,131

78. The first private line supplied by the Telegraph Department was erected in August 1875 between the Fort Office of the Peninsular and Oriental Steam Navigation Company in Bombay and the Mazagon dockyard. The instruments used were alphabetical dial instruments. Other firms and companies followed the lead of the Peninsular and Oriental Company, and private lines worked with A, B, C instruments soon became general in all the large cities of India.

79. The invention of the microphone in 1877, and the rapidity with which it was improved and combined with the telephone, gave a new direction to the attention of the department. Various forms of apparatus, obtained from England, America, and elsewhere, were put under trial, while experiments with other designs were made, and an instrument invented by the departmental electrician, Mr. Johnston, was finally adopted.

80. The alphabetical dial instruments were replaced by telephones, and the department was quite prepared to undertake the business of supplying telephones for private lines and also for exchanges.

81. In 1881 the Government decided that private enterprise in telephone business should be encouraged in India, and licenses were granted to the Oriental Telephone Company, Limited, to establish exchanges in Calcutta, Madras, Bombay, and Rangoon, and to the Crossley Company for Calcutta.

The license granted to the latter lapsed; the Oriental Telephone Company, however, commenced operations at once and established exchanges at each of the places above named. In 1882 the Company opened an exchange also in Karachi.

82. In January 1883, this Company was allowed to transfer its licenses for Calcutta and Bombay to local companies, the Bengal and Bombay Telephone Companies, Limited, (the latter including Karachi in its operations), but retained its licenses for Madras and Rangoon.

83. In October 1883, with the object of facilitating the operations of public Companies, the Government revised the rules on the subject. The nature of these rules may be gathered from the following extract from the Resolution by the Government of India, No. 303T., dated 25th October 1883:—

"In view of the desirability of securing adequate protection of the public interests, it is necessary that full discretion should be reserved to the Government to step in and undertake the carrying on of telephonic communication in the event of failure, overcharge, or other misconduct on the part of a Company, or of other circumstances which appear to render such a course desirable. His Excellency the Governor General in Council is therefore pleased to rule that all future licenses will be granted, subject to a full reservation of the rights of Government in this respect.

"The right of the Government to license more than one Company in any town has been maintained from the first, and is now re-affirmed.

"The construction, maintenance, and working of all exchanges for, and lines between, Government offices will be undertaken in all cases by the Government Telegraph Department. The instructions contained in Public Works Department letter No. 309T., dated 13th June 1882, to the address of the Director General of Telegraphs, are therefore cancelled.

"II.—*Connection between the Companies' exchanges and lines, and the Government system*, will be permitted under rules to be hereafter laid down, and on payment of a certain fee.

"When such connections have been established, the receipt and delivery at Telephone Exchange of written messages for transmission over the Government wires will be permitted under rules hereafter to be laid down.

"III.—*Ultra-radial connections*.—Telephone Companies holding licenses for an exchange within certain defined limits may be permitted to connect with their exchange isolated subscribers living beyond the limits defined, subject to the payment of an extra royalty.

"When connections are desired between towns, each possessing a licensed exchange, the trunk line of communication will, in all cases, be erected, maintained, and owned by the Government Telegraph Department, and let to the Company at an annual rental.

"But it must be understood that no Company has a right to *claim* the erection of a trunk line, and that the State is free to approve or decline in each individual case.

"IV.—*Royalties*.—The royalty fixed in the licenses to the Oriental Telephone Company is at the rate of 10 per cent. With a view to encouraging the development of Telephone enterprise, Companies obtaining licenses in future, under the conditions now laid down, will be required to pay a royalty of 5 per cent., with an additional royalty of 1 per cent. on *ultra-radial* connections.

"V.—*Good-will*.—In all future licenses, it will be expressly stipulated, in accordance with the English system, that in case of purchase of the Company's property by the Government, nothing will be paid for the 'good-will' of the business."

84. It will be seen that the royalty payable to Government has been reduced by one-half—a concession, of which the Companies have not been slow to take advantage.

CALCUTTA,
1st December 1884.

APPENDICES.

APPENDIX A.

Summary of Financial Results of the Indian Telegraph Department for the year 1883-84.

	To end of previous year.	1883-84.	To end of 1883-84.	
INDIAN TELEGRAPH.				
Capital Account.				
<i>Abstract of line and wire mileage.</i>				
Line	Departmental	17,664.5	702	18,366.5
	Railway	2,892	546	3,438
	Railway property maintained by Department	415	80	495
	Guaranteed	818.5	89	907.5
	TOTAL	(d) 21,790	1,417	(b) 23,207
Wire	Departmental	40,441.5	2,179	42,620.5
	Railway	19,814	2,825	22,639
	Railway property maintained by Department	1,646	227	1,873
	Guaranteed	1,250.5	151	1,401.5
	TOTAL	(c) 63,152	5,382	(d) 68,534
Cable	Departmental	122	3	125
	Railway	5	2	7
	Guaranteed	3	.....	3
	TOTAL	130	5	135
Lines	Departmental	1,80,80,559	8,33,081	1,89,13,640
	Railway	38,93,318	8,74,726	47,68,044
	Guaranteed	5,65,442	14,605	5,80,047
	TOTAL	2,25,39,319	17,22,412	2,42,61,731
Buildings	Signal Offices	33,54,478	2,37,844	35,92,322
	Quarters for Officers	12,240	...	12,240
	Cable-houses and tanks	28,011	9,203	37,214
	Store-houses	2,16,684	1,14,615	3,31,299
	Workshop and press buildings	1,63,142	677	1,63,819
	TOTAL	37,74,555	3,62,339	41,36,894

(a) & (b).—There are in addition 134 miles of "Provincial" Lines.

(c) & (d).—There are in addition 160 miles of "Provincial" wires.

			1,38,426	6,041	1,44,467
		TOTAL	11,35,569	1,78,933	13,14,502
Stores			18,30,504	1,68,503	19,99,007
Suspense heads			65,251	17,014	48,237
Charge for exchange paid in England			2,17,889	33,935	2,51,824
		TOTAL PRESENT CAPITAL	2,95,63,087	24,49,108	3,20,12,195
Temporary Telegraphs for Military purposes			95,068	2,431	92,637
		TOTAL CAPITAL EXPENDITURE	2,94,68,019	24,51,539	3,19,19,558
		Revenue Account			
Divisions			17		17
Signal offices			324		347
Messages			1,34,58,113	23	1,50,46,495
Private			20,55,586	15,88,382	22,84,916
State			1,29,623	2,29,330	1,30,797
Free				1,174	
		TOTAL	1,56,43,322	18,18,886	1,74,62,208
		On Messages			
Private			3,45,00,205	27,05,131	3,72,05,336
State			90,00,443	5,06,239	95,06,682
Free			19,58,362	22,195	19,80,557
		TOTAL	4,54,59,010	32,33,565	4,86,92,575
		Railway Telegraphs			
Guaranteed			33,11,354	6,86,800	39,98,154
Miscellaneous			3,71,438	1,50,730	5,22,168
			6,29,965	53,169	6,83,134
		TOTAL	4,97,71,767	41,24,264	5,38,96,031
Working expenses					
Net charge (Difference between Revenue and Working expenses)			5,74,44,001	37,44,186	6,11,88,187
Per mile of line			76,72,234	3,80,078	72,92,156
Percentage on Revenue			2,289,41	177,72	2,322,4
Percentage on capital outlay			353,09	16,38	314,22
Value of unused balance of stores at end of year			168,9	12,92	168,85
			26,04	1,19	22,84
			18,30,504	1,68,503	19,99,007
		TOTAL EXPENDITURE ON CAPITAL AND REVENUE	8,69,12,020	61,95,725	9,31,07,745
		DEFICIT ON TOTAL EXPENDITURE	3,71,40,253	20,71,401	3,92,11,714

APPENDIX TO SUMMARY OF FINANCIAL RESULTS. Review of Telegraph Accounts for the last five years.

REVENUE RECEIPTS.

YEAR.	MESSAGE REVENUE.			TELEGRAPH GAZETTE.					TOTAL.
	Paid Messages.	Free Messages.	Total.	Calcutta.	Rangoon.	Moulmein.	Miscellaneous.		
	R	R	R	R	R	R	R	R	
1870-80	36,58,725	1,13,073	37,72,698	10,480	2,141	...	14,799	42,51,446	
1880-81	38,71,179	46,498	39,17,677	10,936	2,439	...	18,465	45,01,637	
1881-82	32,11,001	43,737	32,54,738	10,883	1,956	900	9,210	38,54,212	
1882-83	32,75,608	43,774	33,19,382	11,196	2,071	900	18,961	41,57,239	
1883-84	(a)32,11,370	22,195	(c)32,33,565	11,292	(b)2,121	900	35,637	41,24,264	

REVENUE CHARGES.

YEAR.	LINE MAINTENANCE.				SIGNALLING.					TOTAL.
	REPAIRS.		Establishment.	Share of Direction Accounts and Superintendence.	TELEGRAPH GAZETTE.		Share of Direction Accounts and Superintendence.	Saleable Books, Forms and Maps.	Profit and Loss.	
	By Telegraph Department.	By Public Works Department.			Calcutta.	Rangoon.				
	R	R			R	R				
1870-80	1,01,185	604	1,30,075	4,12,109	4,139	1,678	...	8,570	130	22,04,739
1880-81	2,46,784	1,505	1,48,464	4,20,335	4,056	1,757	...	6,665	844	23,45,292
1881-82	1,82,148	2,575	1,63,608	4,44,605	2,262	1,715	277	9,432	226	24,42,393
1882-83	2,27,592	...	1,01,303	4,57,004	6,544	1,593	310	10,221	262	24,62,591
1883-84	5,09,481	180	2,00,550	4,59,817	4,119	(c) 2,810	246	3,982	500	25,74,058

Result of Operations for five years.

YEAR.	Capital Expenditure to end of year.			Revenue Receipts.		Revenue Charges.		Profit without Interest.	NUMBER OF MESSAGES.			VALUE OF MESSAGES.		
	R	R	R	R	R	R	R		Inland.	Foreign.	Total.	Inland.	Foreign.	Total.
1870-80	3,41,02,791	42,51,446	29,09,992	13,41,454	20,510,93	52,014,19	393	12,73,884	R	R	R	R	R	R
1880-81	2,50,65,267	45,01,637	31,71,470	13,30,167	20,346,17	56,087,66	310	13,46,358	12,73,884	2,28,859	15,02,743	26,47,970	10,10,755	36,58,725
1881-82	2,73,59,407	38,54,212	32,35,644	6,18,568	21,049,6	50,592,36	319	12,80,973	13,46,358	2,06,419	16,42,777	20,92,610	11,78,569	38,71,179
1882-83	2,24,68,010	41,57,232	31,32,448	8,17,797	21,740	62,000	324	14,43,168	12,80,973	3,32,402	16,13,375	20,15,331	11,95,670	32,11,001
1883-84	5,09,481	41,24,264	37,14,738	13,41,454	20,510,93	52,014,19	393	12,73,884	14,43,168	3,06,011	17,99,179	19,06,448	12,70,160	32,75,608
									2,455,182	3,625,30	18,17,712	18,78,372	12,33,063	32,11,370

Return of the Number and Value of Inland and Foreign Messages "Sent" and Foreign Messages "Received" and "Transit" during the year 1883-84, showing also the Increase and Decrease under each head on the figures for the previous year.

NUMBER OF PAID MESSAGES AND INDIAN SHARE OF COLLECTIONS IN 1892-93.													
INLAND.													
Total													
State.				Private.				Grand Total.		Foreign.			
No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
Arabia	2,817	3,170	2,110	27,291	7	14	1,088	3,631	10	21,570	31,401	8	
Aomori	15,160	28,350	43,773	65,925	1	41	26	1,240	26	28,665	31,401	8	
Bahar	4,619	5,190	28,937	39,803	0	2	10	304	56	43,857	43,857	12	
Bengal	28,007	87,600	222,800	1,03,337	0	302	3,918	44,770	1,38,448	10	23,056	23,056	11
Bombay	28,720	64,721	257,357	3,01,016	1	1,182	7,035	131,220	4,58,448	13	1,000,000	1,000,000	13
Burma	13,805	24,540	111,000	1,35,540	0	30	195	37,500	91,078	6	34,168	34,168	9
Dacca	5,800	8,000	24,371	30,371	0	...	...	...	...	...	351,194	351,194	8
Chandpur	8,708	8,200	93,318	93,318	5	1	212	1,024	2,215	14	1,000,000	1,000,000	13
Delore	7,607	25,544	20,510	46,054	3	...	...	...	...	...	83,470	83,470	13
Madras	19,470	37,503	112,155	1,59,658	1	1,416	4,376	100,100	3,58,000	7	20,000	20,000	10
Malabar	4,221	3,555	51,481	55,036	14	...	...	...	...	...	8,138	8,138	10
Nagpur	8,341	10,200	27,020	30,310	7	...	...	...	...	...	48,157	48,157	10
North & Boudhwar	9,230	10,392	30,120	40,512	2	...	...	...	...	...	20,000	20,000	10
Punjab	46,800	1,21,895	95,505	1,05,192	15	577	6,970	1,201	2,010	8	20,000	20,000	10
Rajasthan	4,500	5,000	10,000	15,000	5	...	...	...	...	...	20,000	20,000	10
Sindh	30,810	41,500	50,000	1,21,500	7	1,115	12,705	43,805	2,18,078	2	20,000	20,000	10
Total	471,232	1,127,351	1,127,351	1,127,351	...	4,018	37,724	337,916	12,80,580	4	1,127,351	1,127,351	...
Net Total	1,205,800	4,712,351	1,127,351	1,127,351	...	4,018	37,724	337,916	12,80,580	4	1,127,351	1,127,351	...

TOTAL PAID MESSAGES.		
Inland	No.	Value.
Departmental	1,285,037	18,46,665
Post Office	1,02,231	1,40,000
Telegraph	355,445	1,278,243
Railway	525	870
Total	1,743,238	20,15,778

TOTAL PAID MESSAGES.		
Inland	No.	Value.
Departmental	1,001,000	18,46,665
Post Office	2,223	1,40,000
Telegraph	711	1,278,243
Railway	1,000	870
Total	1,004,934	20,15,778

This Return includes 30 messages on the Service of French and Portuguese Governments and of His Highness the Khan of Khelat, the value of which, Rs. 1,196, has not been credited to Revenue.
 Since the 1st January 1885, messages received in transfer from Railway systems have been omitted from this Return, being now transmitted over the lines of this Department free of charge.

Return of the Number and Value of Inland and Foreign Messages "Sent" and of Foreign Messages "Received" and "Transit" during the year 1883-84, showing the Increase and Decrease under each head on the figures of the previous year.

DIVISIONS.	INCREASE.						DECREASE.					
	INDIA.			FOREIGN.			INDIA.			FOREIGN.		
	State.		Total.	State.		Total.	State.		Total.	State.		Total.
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
Achen	420	644 9	3,338	9,683 14	2,137	3,683 14	8,884	2,313 2	...	...	...	...
Anam	683	...	5,604	4,390 6	5,604	4,390 6	6,037	4,350 6	...	...	...	...
Bellary	312	5,280	4,314 4	2 10 0	...	4,290 13	5,404	4,290 13	...	...	...	...
Bengal . . . . .	...	...	1,245 6	105	1,000	1,245 6	1,235	8,245 6	7,339	17,418 7	10,811	...
Bombay	12,050	12,006 13	...	...	37,012	90,708 14	37,012	60,708 14	7,018	31,916 3	...	...
British Burma	57	1,723 83	6,307	11,363 10	14 00 8	18,501	61,958 13	18,463	63,404 6	...	...	...
Decca	831	...	...	...	831	...	831	...	...	...	...	...
Gaujam	1,767	845 5	14,816	11,833 7	...	11,833 7	10,313	12,403 8	...	...	...	...
Indore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Madras	1,594	...	8,536	9,778 5	...	8,536	21,020 3	10,000	21,020 3	...	...	...
Maler . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Nagpur . . . . .	...	...	1,600	4,000 5	...	4,000 5	1,611	4,010 8	...	...	...	...
Oudh & Rohilhand . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Punjab . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Rajasthan . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sindh . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Adjusted to . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Total	53,600	3,329 10	68,070	65,001 15	278	72,323	366 0	1,481,981 11	5,122	3,668 6	10,171 0	1,68,800

Abstract of Foreign Traffic for the year 1883-84.

CLASS OF TRAFFIC.	ROUTE.																TOTAL.															
	WEST.								EAST.																							
	Via TEHERAN.		Via TURKEY.		Persian Gulf.		Via SUZ.		Via AMOY.	Via MADRAS.		Via RANGOON.		NATIVE BURMA.		TAVOY.	CEYLON.															
	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.	No.	Indian Value.														
DIARY.																																
...	40,455	1,60,000	11,198	3,571	9	464	2,087	12	43,716	1,30,227	7	63	230	8	6,477	57,844	0	5,015	16,854	6	5,109	7,275	8	5	65	0	30,640	37,026	5,223,238	4,25,000		
...	25,213	1,27,854	6,150	5,910	4	568	3,829	0	47,856	1,70,915	1	80	218	15	6,703	10,523	7	4,909	15,590	13	...	...	...	...	...	5	60	0	30,585	38,580	4,07,530	3,88,510
TOTAL	65,678	2,97,750	17,348	9,481	13	1,032	5,916	12	91,572	3,07,142	8	152	448	7	13,180	77,367	1	10,914	32,454	3	5,109	7,275	8	10	125	0	41,221	75,606	9,290,767	8,13,600	4	
TRANSIT.																																
East to																																
Madras	2,668	21,827	8	57	181	8	91	230	10	20,007	1,88,133	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rangoon	303	2,734	6	9	17	4	17	50	4	8,714	24,255	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lalgha	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon	483	1,713	4	7	18	15	3	20	3	5,954	14,238	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tavoy	2	13	8	...	...	...	...	...	...	40	183	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
West to																																
Madras	10,470	53,720	8	1,117	3,330	14	40	112	1	37,038	1,30,571	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rangoon	1,303	6,081	7	130	472	1	7	23	2	6,307	24,245	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lalgha	2	310	8	61	10	...	...	...	...	25	150	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon	1,093	4,450	9	71	218	10	...	...	...	2,913	10,160	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tavoy	...	...	...	...	...	...	...	...	...	1	7	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
West to																																
Madras	2	7	8	5	16	8	70	297	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madras	3	35	9	12	46	2	10	0	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East to																																
Ceylon	...	...	...	...	...	...	...	...	...	780	2,890	0	164	421	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rangoon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	16,447	90,590	9	1,426	4,353	8	253	835	11	111,800	4,10,940	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GRAND TOTAL																		362,534		12,26,713		11										
ADJUSTMENTS																		...		+6,350		10										
NET TOTAL																		362,534		12,33,063		5										

Abstract of Foreign Traffic with India by the Indo-European and Red Sea Routes for the year 1883-84.

ROUTE.	NUMBER OF MESSAGES BY EACH ROUTE (EXCLUDING OF TRANSIT)			PERCENTAGE OF NUMBER.		
	To India.	From India.	Total.	To India.	From India.	Total.
Via Teheran	25,223	40,455	65,678	33.56	47.13	40.80
Via Turkey	1,501	1,198	2,699	2.00	1.40	1.68
Persian Gulf Via Karachi	568	464	1,032	0.76	0.54	0.64
Via Suez	47,856	43,716	91,572	63.68	50.93	56.88
TOTAL	75,148	85,833	160,981	100.00	100.00	100.00

APPENDIX F.

Synopsis of Complaints in which this Department is concerned for the year 1883-84.

NATURE OF COMPLAINTS.	NUMBER OF COMPLAINTS RECEIVED.				ADMITTED.				REJECTED.				NUMBER OF PAID MESSAGES.				PERCENTAGE OF MESSAGES WHICH FORMED THE SUBJECT OF COMPLAINTS.			
	Inland.		Foreign.		Inland.		Foreign.		Inland.		Foreign.		Inland.		Foreign.		Inland.		Foreign.	
	Railway.	Total received.	Railway.	Total received.	Railway.	Total admitted.	Railway.	Total admitted.	Railway.	Total rejected.	Railway.	Total rejected.	Railway.	Total.	Railway.	Total.	Railway.	Total.	Railway.	Total.

Non-delivery	264	403	48	60	143	31	60	241	17	21	5	151	...	...	...	...	...	...	...	...
Delay	103	170	37	49	80	13	30	115	9	10	3	59	...	...	...	...	...	...	...	...
Error	130	164	24	30	109	23	28	133	3	3	3	37	...	...	...	...	...	...	...	...
Miscellaneous	116	165	5	7	103	3	5	106	...	...	...	20	...	...	...	...	...	...	...	...
Total	523	822	99	136	357	73	75	535	27	34	18	267	...	...	...	...	...	...	...	...

Increase of Traffic

Departmental {
Railway {
Foreign {
Net {

4.09 per cent.
43.20
1.83
7.76

Increase in the number of admitted complaints.

Departmental {
Railway {
Foreign {
Net {

31.01 per cent.
74.01
40.00
30.17

* Exclusive of 1,24,378 messages transferred to Railways, which are included in the number shown under head "Railway." The addition of this number to the above figures will give the total number of Paid Inland Messages as shown in the printed Collection Return for 1883-84.

Note.—The figures in antique are those for the last year.

Synopsis of Complaints in which other Telegraph Administrations are concerned for the year 1883-84.

NATURE OF COMPLAINTS.	NUMBER OF COMPLAINTS RECEIVED.				ADMITTED.				REJECTED.				DISPOSED OF.				NUMBER OF PAID MESSAGES.				PERCENTAGE OF MESSAGES WHICH FORMED THE SUBJECT OF COMPLAINTS.			
	Inland.		Foreign.		Inland.		Foreign.		Inland.		Foreign.		Inland.		Foreign.		Inland.		Foreign.		Inland.		Foreign.	
	Railway.	Total received.	Railway.	Total received.	Railway.	Total admitted.	Railway.	Total admitted.	Railway.	Total rejected.	Railway.	Total rejected.	Railway.	Total.	Railway.	Total.	Railway.	Total.	Railway.	Total.	Railway.	Total.	Railway.	Total.

Non-delivery	78	115	14	187	34	149	10	160	40	37	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Delay	103	140	41	181	31	100	47	147	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Error	130	164	24	184	30	100	28	128	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous	116	165	5	180	33	115	3	118	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total for the year	204	315	31	437	118	364	88	452	60	113	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Balance from last year	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	204	315	31	437	118	364	88	452	60	113	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Increase in the number of {
Railway {
Foreign {
Net {

43.20
1.83
7.76

* Exclusive of 1,24,378 messages transferred to Railways, which are included in the number shown under head "Railway." The addition of this number to the above figures will give the total number of Paid Inland Messages as shown in the printed Collection Return for 1883-84.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.
THE BUDAPEST GENERAL NATIONAL EXHIBITION, 1885.

Circular No. 12Ex.

Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture, (Museums and Exhibitions),—dated Calcutta, the 9th February 1885.

READ the following—

No. 7, dated Calcutta, the 23rd January 1885.

From—A. RITZ, Esq., Acting Consul for Austria and Hungary,

To—The Secretary to the Government of India.

In accordance with official intimation received by last mail from the Imperial and Royal Austro-Hungarian Minister for Foreign Affairs at Vienna, it is intended to institute a General National Exhibition,—

to be held at Budapest;
to be opened on 1st of May; and
to be closed on 15th of October;

and I have received copies of—

the Invitation;
Special Programme and General Regulations; and
forms of application;

for judicious distribution here; in consequence of which I deem it expedient to forward herewith to your hands—

20 Special Programmes;
20 Invitations;
60 Copies of Application;

100 Copies in all;

feeling convinced that by doing so, I shall best consult the interests at stake in regard to this National Exhibition.

THE BUDAPEST GENERAL NATIONAL EXHIBITION, 1885.—I. GROUP.

SPECIAL PROGRAMME AND GENERAL REGULATIONS OF THE INTERNATIONAL SECTION—SEEDS, CATTLE-FOOD, AND MANURING SUBSTANCES.

I.—Object and Direction of the Exhibition.

Simultaneously with and within the limits of the Budapest General National Exhibition, 1885, there will be held an International Exhibition of Seeds, Cattle-Food, and Manuring Substances.

The immediate management of this International Exhibition has been intrusted to the General Committee of the General National Exhibition, 1885, residing in Budapest (No. 6, Ferencz József-ter).

II.—Place and Duration of the Exhibition.

The General National Exhibition and simultaneously with and within the limits of the same, the International Exhibition of Seeds, Cattle-Food, and Manuring Substances will be held in the Town-Park of Budapest, on the territory designated for this purpose by the Capital.

The Exhibition will be opened on the 1st of May 1885 and closed on the 15th of October 1885.

III.—Object of the International Exhibition.

The object of the International Exhibition of Seeds, Cattle-Food, and Manuring Substances is to acquaint the Hungarian agriculturists with foreign produces and, in the interest of the

interchange of seeds, also with the foreign places of import, besides to furnish detailed particulars of the foreign agricultural situations, rendering it possible at the same time to foreigners to procure themselves a favourable market for their produce in Hungary.

IV.—Grouping of Objects.

The International Exhibition comprises the following classes:

(A) Seeds of Bread-Corn.

Comprising: summer and winter wheat, spelt (German wheat), and the like; summer and winter rye; spring and winter barley, distichous, square and hexastich; white and black oats; Indian-corn (maize). Buck-wheats, millet, beans, peas, lentils, and rice may likewise be exhibited in this class. From all the above kinds of corn there may also be exhibited the respective varieties.

(B) Seeds of Medicinal Herbs.

Comprising: Seeds of Medicinal Herbs; the herbs themselves as well in raw state as in their different states prepared for the trade.

(C) Seeds of Textile-Plants.

Comprising: hemp and flax, ramie (China-grass), nettle-plants, and seeds of other textile-plants. It will be advisable to exhibit also whole plants.

The drawings of machineries and implements for the culture of hemp and flax, models of raising-pools and of buildings may also be exhibited in this class.

(D) Seeds of commercial-plants and of agricultural industry-plants.

Comprising: rape, turnip, gold of pleasure, beetroot (sweet turnip), and hops; models or drawings of tools, implements, machineries, and buildings required for the cultivation and conservation of hops, potatoe, chicory; kinds of sorghum, woad, madder, mallow (*Althea rosea*), *Sapponaria* (soap-root). The plants may be exhibited in raw condition or as products of first manufacture.

(E) Seeds of Forage-Plants.

All kinds of clover, lucernes, red clover, and esparset; autumn and spring vetches, beans, horse-beans; all kinds of peas, lupines, swedes, mangel-wurzel, turnips, and cattle-carrots, &c.; topinambur, mohar, panicum, and other kinds of millet; all sorts of herbs and other forages or their respective seeds. Plants of the above seeds may likewise be exhibited in dry and rooted samples.

(F) Other kinds of Cattle-Food.

Refuse of factories, germs of malt, ground-malt, remains of beetroots (sweet turnip); all sorts of oil-cake, bran, and artificially composed cattle-food.

(G) Manures.

All kinds of mineral-manures, as plaster, lime (calx), marl, kali-salt, and the manures made of kali-salts; phosphate and phosphates made of.

Of animal manures there may be exhibited: All kinds of guano, manure of bones, depressed and diffused bone-dust, horn-shavings, and the like.

Of composed manures: poudrette, and all kinds of compost, &c.

All the objects of this class shall be provided with labels containing the following particulars:

(a) Are the exhibited seeds produced by the exhibitor or did he buy them?

(b) Denomination of the exhibited kind of seed and other nearer particulars.

(c) The place and, as far as possible, also the soil upon which the seed has grown.

(d) The quantity of hectoliters grown in the year 1884 on one hectare of the exhibited seed, if it has been produced by the exhibitor himself, or if he is able to furnish such particulars.

(e) Whether the exhibitor generally sells the exhibited seeds for cultural or for technical purposes? If yes, how much a year and at what prices?

All the seeds are to be exhibited in proper glass vessels provided either with lids or with stoppers, or a sum of 2fls. = 4/. shall be sent as the price for every such vessel.

Of every kind of seed at least 3 liters shall be sent.

In order to complete the exhibition of seeds, it is very desirable that the ripe exemplaries of plants should be exhibited with their roots, spikes, cobs, and spadixes.

It is further desirable to get proper particulars respecting the ingredients of the soil, the chemical analysis of the seeds, or other qualities being of importance for the valuation of the seed. All the necessary notes shall be represented either in form of tables, graphic drawings, or in any other way.

In class (A) (Seeds of [cereals] Bread-Corns) the weight of a hectoliter shall be especially noted.

In class (B) (Seeds of Medical Herbs) there is especially to be remarked:—

(a) the scientific Latin name of the seed respectively of the plant, together with the usual local denomination;

(b) whether the exhibited seed of the medical herb has grown wild or been especially cultivated?

(c) where, in which community, on what soil, eventually on what places of a special culture (forest, meadow, &c.,) in which situation (mountain, river, bank, &c.,) the exhibited object has been produced or gathered? Is it regularly gathered? Which are the therapeutic elements of the plant?

Respecting the way of exhibition of the objects of this class it is desirable that the medical-plants should be exhibited in whole, rooted, and perfectly-developed samples, fastened upon a pasteboard or upon other small boards.

The ingredients of plants and the seeds employed for therapeutic purposes shall be exhibited also in their different degrees of preparation likewise in glass vessels or cylinders. Besides, there are to be exhibited the different ways of packing, as well as the ingredients of plants classed according to their different commercial qualities.

In class (C) (Seeds of Textile-Plants) there shall be likewise sent perfect plants with roots and fastened upon small boards provided with a long-measure.

In Class (D) (Seeds of Commercial-Plants and of Agricultural Industry-Plants) the following particulars should especially be given:—

(a) which method of culture is employed by the grower?

(b) what ways are employed for the conservation, preparation for the market, and for the packing of the produce?

Here too, as far as possible, there are to be sent perfectly developed plants as well as their produces in their different states of preparation as well as in the shape of ready commercial articles.

With the potatoes there is especially to be remarked: The designation of the species; whether they are grown as table-potatoes or as cattle-food; whether the latter are used for the manufacture of alcohol or of starch?

Of hops there are to be sent at least 500 grams in glasses, besides at least 5 klgr. in sacs, for the sake of comparison. The method of drying and of the conservation of hops is likewise to be shown.

Of beetroots and of potatoes there is to be sent a quantity of at least 5 klgr. and exhibited upon glass or wooden plates.

Of beetroots in dry condition 2 klgr. will be sufficient.

Models and drawings of machinery and tools for the conservation of beetroots and hops, as well as the buildings for the drying of hops, may be exhibited in this class in models or in drawings.

The different methods of packing are to be shown respecting the hops as well as the dyeing plants. With the dyeing plants there shall be exhibited, besides the seeds, also such parts of plant which are used for the extraction of colour, as they are generally classified in commerce.

In class (E) (Seeds of Forage-Plants) the drawings and models of the implements or buildings destined for the preparation or conservation should also be exhibited. Besides, it will be advisable to give information respecting the method of cultivation employed by the exhibitor; how often he mows, in which way he proceeds with the conservation and preparation of cattle-food, as well as the proportion observed in the mixing of the several kinds of forages.

Together with the exhibition of the forage-plants, there shall also be submitted the report of a Control-Station of Seeds, and remarked whether the seeds themselves are likewise used for cattle-food?

Besides, it will be required that the forage-plants should be exhibited in their different states of development and from the different seasons, in perfectly rooted exemplaries as well in their state ripe for mowing as entirely developed with perfectly ripe seeds.

Also here there may be used white paste-boards, containing a long-measurement as well as the principal particulars respecting the nature of the soil, quantity of production in green and dried state, and the chemical analysis, &c.

Of swedes and of topinambur there shall be sent 5 klgr. of each with special designation of the species, likewise to be exhibited on glass or wooden plates.

In class (F) (Other kinds of cattle-food, as oil-cakes, &c.,) there shall be sent likewise 5 klgr. Oil-cakes shall be exhibited as whole cakes as well as ground. The bruised (crushed) forages as well as those exhibited in small pieces shall be put in glass vessels with lids.

The exhibiting factories and merchants are requested to communicate, besides the price of the object, also the freight up to the principal European railway, or steamboat-stations.

In class (D) (Manures) 5 kigr. of each sort are to be sent in glass vessels, as hermetically closed as possible. Here too the freight up to the principal European stations should be remarked besides the price of the objects.

V.—Prizes.

The most eminent objects exhibited will be distinguished in the sense of the Jury-Regulations.

The prizes are the following:

1. Great Diploma of Honour.
2. Bronze-medal.

The one side of the Medal contains the chief merits of the exhibitor in terms as:

For excellent produce, for excellent manure, &c.

Besides the Medals there will be distributed special Diplomas containing detailed designation of the merits.

The General Committee will take care of the interests of foreign exhibitors by admitting into the Jury a corresponding number of foreign members.

VI.—Reduction of Freight.

The General Committee has taken the necessary steps in order to procure the greatest possible reduction of freights, on all lines (railway and steamer) of the Austro-Hungarian Monarchy, for the objects of exhibition, as well on the entry as on the eventual return-journey of such objects.

VII.—Exemption from Duty.

The duty-free importation of the objects of exhibition has been granted by Art. 10 of the XVI Law of 1882.

The Royal Hungarian Ministry of Agriculture, Industry, and Commerce will claim the assistance of the Imperial and Royal Ministry of Foreign Affairs, to obtain, whenever it shall be necessary, the duty-free transport to the respective countries of all exhibited articles that should not have been sold during the Exhibition.

VIII.—Application.

Applications must be made on special blank forms, to be forwarded free of charge by the General Commission, which blank forms shall be filled up properly and legibly and sent in duplicate to the office of the General Commission (Budapest, V, Ferencz József-tér No. 6) at the latest till the last day of August 1884. The same Committee will be answerable for a prompt and quick despatch of all applications, and will pay every attention to the correspondence with Exhibitors.

IX.—Acceptance and Admittance.

The General Committee will decide upon the acceptance of the notified objects.

In case of acceptance of any object to be exhibited, the Exhibitor will receive a Certificate of Admittance within 30 days after sending in his application.

X.—Rent for Space.

The rent for space has been fixed as follows:—

(a) For a space of one square meter 8 fls. = 16/.

(b) a space of one square meter beside the wall 6 fl. = 12/.

The wall itself to the height of 3 meters being included in this latter case.

No space less than a meter can be hired.

Half of the rent to be paid down to the counting office of the "Magyar országos bank részvény-társulat Budapest" at the latest within 30 days from the remittance of the Certificate of Admittance, and the other half at the latest till the 15th of May 1885.

If the rent is not paid in due time, the General Committee will be entitled to dispose otherwise of the space claimed. If, after having paid down the first half part of the rent, the applicant does not exhibit, no money will be returned.

If, after the placement of articles, it should appear that more space has been occupied than stated in the application, the difference shall be paid up to the 15th of July 1885.

XI.—Stands and Tables.

The General Committee itself will provide for the stands, tables, &c., required for the Exhibition, for the use of Exhibitors, at a moderate price.

In case of any Exhibitors wishing to exhibit upon his own stand or case, drawings of such stands or cases shall be submitted to the approval of the General Committee.

XII.—Transport.

All articles to be exhibited shall be sent free to Steamship or Railway Stations of Budapest. If the returning of any article be required, it is to be declared in the application, no subsequent claim being admitted in the contrary case.

XIII.—Bills of Delivery. Sending in.

Before forwarding the articles, bills of delivery must be sent in to the General Committee containing the exact list of articles.

All objects for exhibition shall be sent between the 15th February and the 15th March 1885.

XIV.—Objects to remain exhibited.

No object exhibited will be permitted to be removed before the closing of the Exhibition, *vis.*, before the 15th October 1885, except with the permission of the General Committee.

XV.—Arrangement, Custody, and Cleaning.

The General Committee will provide for a necessary number of trustworthy persons for the arrangement, custody, and cleaning of the articles exhibited.

No guarantee will be given for losses or damages happening on the premises.

XVI.—Fire Insurance.

The General Committee will undertake to insure all objects against fire at a premium in proportion to the value stated in the application.

XVII.—Commercial Agents.

The General Committee will provide for active and experienced Agents to act as the Commercial Representatives of Exhibitors at moderate fees. Any claim for such representation shall be expressed under the proper head of the application.

Exhibitors represented by their own Agents are requested to announce them in time to the General Committee.

XVIII.—Catalogue.

With regard to admission in the Catalogue, Exhibitors may, besides their Firm and the list of the objects to be exhibited, supply, in due time and in as concise a form as possible, also statistical or descriptive particulars concerning their produce or their trade.

Regular advertisements will only be admitted at a moderate tax to be fixed subsequently.

XIX.—Subsequent Publications.

Subsequent Special Regulations or Publications issued by the General Committee respecting the objects of Exhibition will be either forwarded direct to the Exhibitors or by way of Agents to be published in the different countries.

XX.—Acceptance of Regulations.

With the sending in of the Application, every Exhibitor submits, in his own name and in that of his representatives and employes, to the above Regulations, as well as to all further directions that may be issued by the General Committee.

In the name of the General Committee of the Budapest General National Exhibition, 1885.

MATLEKOVITS, *President.*

COUNT EUGEN ZICHY, *Second-President.*

Invitation concerning the International Exhibition of Seeds, Cattle-Food, and Manure.

In conformity with a Bill submitted to the Hungarian Legislature by Count Paul Széchényi, Royal Hungarian Minister of Agriculture, Commerce, and Industry, a Law (XII, 1883) has been passed for the purpose of instituting a "General National Exhibition" to be held in Budapest, the same having on the 9th March 1883 received the sanction of His Imperial and Apostolic Royal Majesty Francis Joseph I.

By this Law the Budapest General National Exhibition to be held in the year 1885 has not only been placed under the patronage of the Hungarian Government, but has been declared

a National Question; the Government being charged with the preparatory and organizatory works, as well as with the direction of this Exhibition.

A General Committee has been appointed by the above-named Minister and intrusted with the immediate management of the affairs of the Exhibition.

This General Committee will be presided by Dr. Alexander Matlekovits, Secretary of State, while Count Eugen Zichy, President of the National Industrial Society, will be Second-President, and Dr. Julius Schnierer, Ministerial-Counselor, will be Director of the Committee.

The General Committee, all by maintaining the limited character of the Exhibition, intending to produce in the first line only as complete and faithful a picture as possible of the Natural and Industrial Produces of Hungary, has decided to organize, simultaneously with and within the limits of the General National Exhibition, an International Exhibition of Seeds, Cattle-Food, and Manure, with the participation of any Foreign Country.

The object of this International Exhibition is to acquaint the Hungarian agriculturists with foreign produces and, in the interest of the interchange of seeds, also with foreign places of import, and generally to give a clear picture of foreign agricultural production, whereby opportunity shall be given to foreigners to procure themselves a favourable market for their produces in Hungary.

These general points are the main cause which have induced the General Committee to admit into the Agricultural Section seeds, cattle-food, and manure also from abroad, and to permit also foreign products to compete, whereby the interests of foreign Exhibitors shall be taken into due consideration and protected by way of appointing foreign members into the Jury.

In the name of General Committee of the Budapest General National Exhibition, 1885.

MATLEKOVITS, *President.*

COUNT EUGEN ZICHY, *Second-President.*

THE BUDAPEST GENERAL NATIONAL EXHIBITION, 1885.

* Number

** Number of Catalogue

Application respecting the International Exhibition of the First Group of the Budapest General National Exhibition, 1885, for Seeds, Cattle-Food, and Manure.

I. THE EXHIBITORS:

Name or Firm _____

Address (postal or railway) _____

II. SPACE REQUIRED BY EXHIBITOR:

(a) Space for objects freely exhibited:

Length _____ in meters,

Breadth _____ "

Height _____ "

(b) Space along the walls or in the cases besides the walls:

Length _____ in meters,

Breadth _____ "

Height _____ "

REMARKS:

*** 1. To be filled up by the Exhibition Office.

2. Every Exhibitor shall fill up two blank forms distinctly and legibly and send them to the General Committee. (Art. VIII of Regulations.)

3. Exhibitors who wish to exhibit their articles on their own tables or stands, shall previously present drawings of the same. (Art. XI of Regulations.)

No.	III. Object of Exhibition.	THE OBJECTS.	
		Insured value.	Price of sale.*

* Remarks. This head is to be filled only if the object is to be sold.

IV. STATISTICAL DATA.

(Under this head the explanatory particulars required in the Regulations are to be given.)

V. REMARKS.

(Under this head any wish of the Exhibitor, as to the sending back of objects, commercial representation, &c., is to be expressed.)

VI. DECLARATION.

we the undersigned do declare by these presents to be fully aware of, and to submit to the Special Programme and General Regulations of the International Section for Seeds, Cattle-Food, and Manure of the Budapest General National Exhibition, 1885.

day of _____ 188_____
Signature.

VII. CERTIFICATE OF ADMITTANCE.

No. _____ To _____ in _____

The General Committee of the Budapest General National Exhibition, 1885, has granted in the International Section for Seeds, Cattle-Food, and Manure, to

a space of _____ claiming for the same
the sum of _____
Dated _____ the _____ 188_____

In the name of the General Committee:

For the correctness of the measurement
and taxation of the space.

ORDER.—Ordered, that the above be published for general information in the *Supplement to the Gazette of India*; also that copies be forwarded to the several Local Governments and Administrations noted on the margin for publication in the *Local Gazette*.

Government of Madras.
" Bombay.
" Bengal.
" the North-Western Provinces and Oudh.
" the Punjab.
Chief Commissioner, Central Provinces.
" British Burma.
" Assam.
Secretary for Berar to the Resident, Hyderabad.

(True Extract.)

T. W. HOLDERNESS,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

SUPPLEMENT TO THE STATEMENTS OF PRICES CURRENT OF FOOD-GRAINS FOR THE 2nd HALF OF DECEMBER 1884 AND 1st HALF OF JANUARY 1885. PUBLISHED IN PAGES 80, 81, 170, 171, 174, 175, 178 AND 179 OF THE SUPPLEMENT TO THE "GAZETTE OF INDIA," DATED 24th JANUARY AND 7th FEBRUARY 1885.

[illegible]

PUBLIC WORKS DEPARTMENT.

CONSTRUCTION OF THE NAGPUR-BENGAL RAILWAY.

No. 159 R. C., dated 11th February 1885.

ORDER—By the Government of India, Public Works Department.

Read again—

and again—
Railway Despatch to the Secretary of State for India, No. 182 of 18th August 1883.
17 of 29th January 1884.

way Despatch to the Secretary of State for India, 1884, 17 of 29th January 1884.

ORDER.—Ordered, that these Despatches be published in the Supplement to the *Gazette of India* for general information.

W. S. TREVOR, Colonel, R.E.,
Secretary to the Government of India.

Railway Despatch to the Secretary of State for India, No. 132, dated 18th August 1883.

• 5th March.—“Paragraph 4 of your Railway Despatch No. 21 of 8th February this year. Location surveys promised in paragraph 7 of our Railway Despatch No. 113 of September 13th last year will be submitted after close of season. If any further information required, please explain.”

9th March.—"Yours fifth. Location survey alone will not be sufficient. Estimated cost and traffic also required of proposed line, and alternative routes and gauge; likewise evidence as to work being Protective or Productive."

6th July.—“Bengal-Nagpur Railway. Result of survey Sitarampur to Bilaspur, 365 miles, 29 lakhs; and Bilaspur to Nandgaon, 116 miles, 93 lakhs; totals, 481 miles, 388 lakhs. Nandgaon to Nagpur not yet converted line, allowing value metre-gauge material and stock, roughly 112 lakhs. Details shortly. Grand total, 5 crores. We strongly recommend early concession to Hoare Miller.”

whole case as it appears practicable or necessary to prepare.

Historical sketch.

2. The project of a railway from Nagpur into the Chhattisgarh District of the Central Provinces, was first formally mooted by Sir Richard Temple † in 1863.

when Chief Commissioner of those Provinces, in a minute which dealt very fully and clearly with the traffic and other relevant circumstances. It was supported by Sir George Campbell † when holding similar office in 1868, but with the view of

a connection with the Bay of Bengal by navigation down the Mahanadi. The question remained in suspense, however, pending the discussion of the principle of railway extension, which terminated in the Secretary of State's acceptance of Lord Lawrence's minute of 1869. In that minute this project was favorably mentioned, and consequently Mr. Morris, who had become Chief Commissioner, went very thoroughly into the matter.[§]

5 Minute, dated 21st May 1870.

India recommended the construction of a State Railway to Raipur on the metro gauge, but the Secretary of State declined to sanction the project without further proof of its financial success. In 1872 Colonel Keatinge, Officiating Chief

[No. 82R., dated 18th July 1872.

proof of its financial success. In 1872 Colonel Keatinge, Officiating Chief

Commissioner, submitted a revised project, which the Government of India deemed financially satisfactory, but the Secretary of State desired further investigations by Mr. Morris, which were reported in due course, but without eliciting the desired sanction.* In 1874 Mr. Morris

* Despatch to Secretary of State, No. 69R., dated 18th April 1872.
Reply No. 82R., dated 18th July 1872.
To Secretary of State, No. 29R., dated 12th February 1873.
Reply No. 65R., dated 1st May 1873.

submitted a further examination of the project as far as Dongargarh, with the complete surveys and estimates which had in the interval been prepared, and it was in 1876 a fourth time recommended to the Secretary of State by Lord Northbrook's Government, but on this occasion with the substitution of the broad for the metre gauge. The Secretary of State hereupon accorded a general sanction, subject to financial considerations, but negatived the adoption of the broad gauge.† The famine of 1876-78 prevented any commencement until 1878-79, but the line was gradually opened to Dongargarh in 1882, and extended to Nandgaon, 19 miles further, early in the present year.

† Minute, dated 6th March 1874, to Secretary of State, No. 29R., dated 3rd February 1876.
Reply No. 43R., dated 27th April 1876.

3. The design of carrying the line into the heart of the Chhattisgarh country, and even on to Bengal in due time, did not escape notice during the period which has thus been reviewed, but during the earlier years the necessity for so full a measure was considered too remote, and during the later ones an apprehension would seem to have prevailed lest the advocacy of too large a project might imperil even the small one, from Nagpur to Dongargarh, then under immediate consideration. Information was, however, collected, surveys were commenced, and a more definite shape was imparted to the matter by proposals made in June 1877 by Mr. Prestage to form a Company to construct the entire line from Nagpur to Calcutta direct. These proposals were found to be impracticable, but in view of the postponement of State construction on account of the famine, Mr. Morris was invited to consider what concessions might fairly be made to a private company prepared to undertake the line. Here the matter practically rested, the Nagpur-Nandgaon section being in the meantime in progress, until 1881, when we received, both direct and from your Lordship,‡ overtures from Messrs. Burn and Co. and Messrs. Hoare, Miller and Co. for the formation of Companies to construct a broad gauge line from Barrakur, on the East Indian Railway, to Nandgaon, and the purchase and conversion to that gauge of the State Railway from Amgaon to Nagpur.

‡ Despatch No. 106R., dated 11th August 1881.

4. In consequence of these overtures, preliminary surveys and other enquiries were carried out in the ensuing cold season, and on the 8th May, 1882,§ we forwarded the results to your

§ No. 126 A., Department of Finance and Commerce.

Lordship, together with Messrs. Hoare, Miller and Co.'s proposals, of which we approved, with the exception of desiring that the limited guarantee of interest should be in rupees instead of in sterling.

¶ Despatches Nos. 83 and 148 Railway, dated July 1st and November 7th, 1882.

We likewise forwarded || proposals from Messrs. Burn and Co., which comprised, in addition to the construction and conversion, as above, the purchase of the Bengal Iron Works. Fuller information followed,¶ but your Lordship declined to continue negotiations with Messrs. Hoare, Miller and Co. until (1) our views had been received on "the general policy to be

¶ Despatches Nos. 113, 116 and 170R., dated 9th and 26th September and 19th December 1882.
1. Despatch No. 98R., dated 27th July 1882.
and No. 21R., dated 8th February 1883.
Telegram, dated 6th March 1883.

pursued in the future with respect to railway construction in India, especially in its financial aspect;" and (2) the results of the further surveys during the past season, and other information, had been supplied.

5. Our views on railway policy in general were submitted in our Despatch No. 29, Finance and Commerce, dated the 23rd January last, and we therein specially advocated (paragraphs 26-27 and 67) the concession of this railway on the "Bengal Central terms." This recommendation has since been repeated in our telegram, dated the 6th ultimo.

The remaining information required by Your Lordship we will now endeavour to supply, inviting attention to the documents which accompany this Despatch.

Route.

6. Passing over the discussions which preceded the adoption of the line, now open, from Nagpur to Amgaon, the first question for settlement has been whether Sambalpur, or its vicinity, as an obligatory point, should be reached by the direct line of the old road through Raipur and Fuljhar, or by a more northerly one passing near or through Bilaspur, and along the left bank of the Mahanadi. The two routes were carefully surveyed in 1876-77 by Mr. F. L. O'Callaghan, C. I. E., and a sufficient staff. The direct line was found to possess certain advantages as far as Raipur, but from a short distance beyond that town it was ascertained to pass through a rough, hilly, and scantily peopled country, fully as expensive to traverse as, but affording none of the advantages mineral as well as agricultural, notoriously possessed by, the tract north of the Mahanadi. This conclusion, concurred in by the Chief Commissioner, Mr. Morris, and other officers concerned, has never been questioned, and may be finally accepted.

7. The next question which arose was, how the left bank of the Mahanadi thus preferred should be reached from Dongargarh. Three proposals have been put forward and tested by survey—

1st.—Direct line from Dongargarh to Bilaspur, or to Surgaon on the Maniari river (a few miles short of Bilaspur), and thence eastward through Raigarh, &c. This was surveyed by Mr. O'Callaghan in 1876-77.

2nd.—From Dongargarh, through Nandgaon to Raipur, and thence north-east, through Loan and across the Seonath, to fall into No. 1 line beyond Sargaon or Bilaspur. Surveyed by Mr. O'Callaghan as far as Raipur.

3rd.—From Dongargarh through Nandgaon to Raipur, thence north by Simgah across the Seonath at Gurba to Sargaon, and so eastward, as before. This route has been surveyed by Mr. Penny.

Of these routes the second was advocated in 1877 by Mr. Morris, when condemning the *direct* line to Sambalpur, because he considered Raipur, which the first route leaves far aside, to be an obligatory point. But on further consideration he held, in 1880-81, that this route would “sacrifice the best interests of the Bilaspur District,” the richest

• Chief Commissioner's letter No. 1789 of 4th March 1881.

portions of which lie to the west and north-west.* He consequently decided on the third route, which is a medium between the two, and is the final project for extension, which has been since matured. The soundness of his conclusion was confirmed by the enquiries made of the Commissioner of the Chhattisgarh Division and other local officers by our Hon'ble Colleague, Mr. Hope, when visiting Nagpur and Nandgaon in March last. We consider it to be finally established by the able report of Mr. J. B. Fuller, the Director of Agriculture in the Central Provinces, forwarded herewith, which shows the necessity of affording a fair balance of railway facilities to the wheat and oil-seed-producing tracts of Chhattisgarh on the one hand, and to the soils best suited for rice on the other. Whether the line should turn eastward immediately after crossing the Maniari at Sargaon, or at a point closer to Bilaspur (on the south), is a matter of detail which will depend on the prospects when construction is actually in hand, of the project for connecting Chhattisgarh with

† See our despatch No. 83 Railway, dated the 2nd June 1883.

Central and Northern India by a line from Bilaspur, through the Rewah coal-fields, to Etawah or Lalitpur on the Bhopal-

Gwalior Railway.

8. It had been assumed so far by the Central Provinces authorities, that the line would unquestionably be continued eastward from Bilaspur

through the tract north of the Mahanadi already referred to, so as to serve the remaining eastern portion of those provinces. But a new aspect was imparted to the discussion when, in 1881, the project of a through line was seriously taken up on the applications of Messrs. Burn and Co. and Hoare, Miller and Co. The Bengal Government submitted

* No. 1607R. of 15th June 1881.

a series of notes by Mr. Ball, of the Geological Survey, Mr. Hewitt, the Commissioner of Chota Nagpur, and the Central Provinces authorities. Retaining Barrakur, Ranigunj or their vicinity as the objective point, in accordance with previous generally accepted ideas, Messrs. Ball and Hewitt advocated totally different routes therefrom to Bilaspur.

Mr. Ball was in favor of a line passing through Purulia; Seraikila (Chyebassa), Kolabira, Pudampur, and the fertile tract north of the Mahanadi, already referred to, and he pointed out that this line would pass through the copper ores of Singhbhum and the coal fields of Hengir, and would allow of a branch being thrown off from some suitable point to Cuttack, the head-quarters of Orissa. Mr. Hewitt, in the interests of his province, strongly urged that the line should go west from Barrakur up the valley of the Damuda, then scale the Chota Nagpur plateau to Ranchi and Lohardugga, and proceed through the Native States of Burwah, Sirguja, Uprora, Korba, and down the Husdo to the vicinity of Bilaspur. He also proposed a branch from the vicinity of Lohardugga to Gya. He claimed for this project the advantages that it would pass through the coal fields of the lower Damuda valley, of Sirguja, and of Korba; that it would open up the resources of Chota Nagpur; and that it would prove as remunerative as the southern route favored by the Central Provinces and Mr. Ball. His views were explained in great length in three notes on this occasion, and were also summed up in a note dated June 11th, 1882, and presented to Your Lordship† in

† Secretary of State's Despatch No. 98R. of 27th July 1882.

England.

The Central Provinces authorities pointed out‡ that Mr. Hewitt's route would not meet the wants of their Eastern Districts. The line through these districts would, they showed, run "for the most part through well cultivated country,"

‡ Colonel Mayne's note dated 26th March 1881. Chief Commissioner's letter No. 3009 of 7th April 1881.

"capable of great improvement," as also "benefit the fertile district of Sambalpur, which is already cultivated to the extent of 750,000 acres," and open up the Hengir coal fields, while to the north of it "stretch extensive ranges of sal forests, the timber of which can be floated to the vicinity of the line by the several large streams that flow from the north at right angles to the Mahanadi," and would "undoubtedly prove a financial success." They also argued that the northern or Sirguja route would neither be any advantage to the Central Provinces nor, on Mr. Hewitt's own showing, remunerative in itself. Finally, as a middle course which might meet the chief needs of Chota Nagpur without sacrificing those of the Central Provinces, they suggested the possibility of a route leaving their "southern route" in the locality of Suadi and crossing over the Chota Nagpur plateau to Barrakur.

9. As this important question could obviously not be otherwise settled, we ordered, on the recommendation of the Bengal Government, a thorough investigation of the three rival routes, to be made during the cold season of 1881-82, by an ample and efficient staff under Mr. W. H. Parker, M.I., C.E.

10. The preliminary report of this investigation was forwarded to Your Lordship on the 8th May 1882 (Despatch No. 126A., Finance and Commerce) with Messrs. Hoare, Miller and Co.'s proposals and our provisional opinion, in which the Bengal Government concurred, that the southern route was the proper one to follow. On the 9th September 1882 (No. 113 Railway), we transmitted Mr. Parker's full report, accompanied by a final opinion in favor of the southern route by the Lieutenant-Governor of Bengal, and our own to the same effect. The concurrence of the Chief Commissioner, Central Provinces,

in this conclusion was submitted to Your Lordship with our Despatch No. 118R. of 26th September, 1882. We likewise received an intimation from Messrs. Hoare, Miller and Co. that they would accept no other route. Messrs. Burn and Co. took the same view, in their proposals forwarded with our Despatch No. 148R., of 7th November 1882. On the 19th December 1882, we also reported (Despatch No. 170R.) that at a conference held at Gya between our Hon'ble Colleague Mr. Hope and certain local and other officers deputed by the Government of Bengal, the "southern route" was unanimously approved of, Mr. Hewitt himself concurring, and stating that he had now satisfied himself that the wants of Chota Nagpur would be best satisfied by lines in a transverse direction, *viz.*, from Benares and Gya, through the province southwards, to Cuttack.

11. The grounds of this decision in favor of the southern route, as to which all authorities in India and Messrs. Hoare, Miller & Co., are unanimous, can best be gathered from a study of the very voluminous correspondence accompanying the preliminary and final reports of the survey of 1851-82, which are before your Lordship. But they are well stated in the letter of the Government of Bengal, No. 2519R., of 31st July, 1882,* and are summarised in paragraphs 3 to 5 of our Despatch quoted marginally. The particulars of the three routes as then reported were as under:—

* Enclosure No. 2 to our Despatch No. 113R. of 26th September 1882.

Route.	Length in miles.	Estimated cost, including land (CONVENTIONAL STERLING).	
		Per mile.	Total.
1851-82.		£	£
Northern, red	398	7,542	2,965,000
Intermediate, purple	376	7,448	2,910,000
Southern, blue	367	8,096	2,960,000

The northern route may be said to have been condemned, because it (1) would not serve the eastern part of the Central Provinces; (2) allowed of no branch to Orissa; (3) did not suit the wants of Chota Nagpur itself; (4) would be expensive to work, owing to numerous and long heavy gradients; (5) afforded small traffic through a large portion.

The intermediate route was generally rejected, as passing through a rugged country, involving expensive working, and not meeting generally the wants of any of the provinces concerned.

The southern route was accepted as meeting satisfactorily the wants of all, *viz.*—(1) serving the Central Provinces in full; (2) admitting readily of a branch to Orissa; (3) traversing the whole Manbhoom and Singhbhum Districts; (4) intercepting at right angles, within easy distance, all the traffic westwards from Chota Nagpur; (5) commanding the largest extent of cultivated and culturable country; and also as being (6) the shortest in length, and (7) the cheapest to work, in consequence of its easier and shorter gradients and its flatter curves. We may add that the above conclusions, both administrative and financial, are now corroborated by the location survey of this route completed last cold weather, the report on which accompanies this Despatch, together with a letter of approval from the Lieutenant-Governor of Bengal.

12. It will have been observed that the junction of this route with the East Indian Railway has been spoken of by various writers in the course of the correspondence, as at Barrakur, at Sitarampur, and at Raniganj. We may therefore mention that Sitarampur is the station finally selected, in order to avoid a double crossing of the Barrakur and Damuda rivers, and to secure the most favorable site on the latter. The matter is explained by Mr. Parker in the Enclosure No. 1 to our Despatch No. 126A., Finance and Commerce, dated 8th May 1882.

13. Although we have thus finally selected the "southern route," our review of the question of route would be incomplete without some notice of the alternative of carrying the line from the locality of Chyebassa direct to Howrah *via* Midnapur. This alternative had our

Extract, paragraph 3 of letter to Government of Bengal No. 622 R.C., dated 18th August 1881; enclosure No. 4, to Despatch to Secretary of State No. 191 R., dated 22nd October 1881.

3. "The Government of India, in considering the question of the direction of these lines, has preferred the northern line to any running from Calcutta, *via* Midnapur and Cuttack, because the Railway being undertaken to a great extent for famine protective purposes, it seems that the coast canals will partially protect this latter country, while it will be easy in the future to make a junction of the northern line, from some point north of the Mahanadi river, with Cuttack, should such a measure prove eventually desirable."

careful consideration in 1881, and when ordering the preliminary surveys in that year we addressed the Bengal Government as per margin. We likewise examined the proposal of Mr. Prestage in 1877, already alluded to (*vide supra*, paragraph 3), and came to a conclusion adverse to it, on the score of its being both expensive and unnecessary. We consequently remarked, in our Despatch No. 118 Railway, dated 26th September 1882, that the Midnapur route did not require any present

consideration.

14. In January last, however, Mr. Prestage reopened the question, so we directed a reconnaissance to be made, under Mr. Parker's orders, of the best line from a suitable point on the southern route, near Chyebassa, *via* Midnapur, to Howrah. The result, together with the opinion of the Government of Bengal upon Mr. Spring's reconnaissance, and a letter which we have addressed to the Bengal Chamber of Commerce, will be found among the enclosures to this Despatch.

15. It will be observed that, comparing the route from Dugni to Howrah direct *via* Midnapur, and to Calcutta, *via* Sitarampur and the East Indian Railway, there would be by the former a saving of 71 miles in distance run, but an excess of 67 miles of new line to be constructed, and of Rs. 1,28,01,245 in capital outlay. Moreover, by the interest on this additional sum, by the absence of the cheap coal obtainable at Sitarampur, and by the heavy maintenance of embankments and large bridges subject to frequent floods and to the risk of cyclonic waves, the Midnapur line would be so weighted that a ton of goods could be carried as cheaply *via* Sitarampur. In time there might be some saving, but this would be ill compensated for by a terminus at Howrah, which, now that the bridge at Hooghly is in progress, is generally considered to be less convenient than the east side of the river.

16. Independently of the above considerations, there can be no doubt between the amount of traffic which would be served by the two. The peculiar virtue of the Sitarampur route, in acting, as has been explained in paragraph 19, as an intercepting drain to the traffic of the whole country west of it, would be lost by the adoption of its rival, and the bulk of the traffic of Chota Nagpur and Manbhoom would continue, as at present, to wend its way painfully in bullock carts to the various stations on the East Indian Railway. The first portion of the route, from Dugni to Midnapur, is confined by hills and sparsely populated; the second, from that town to Calcutta, is already well served by the Midnapur canal, which last year carried 329,000 passengers and 138,000 tons of goods by steamers and boats, and might prove so formidable a competitor that the line might be reduced to the through traffic from beyond Dugni as its principal remuneration. The contrast between the two is clearly put in paragraph 82 of Mr. Risley's note, to which, as also to the Lieutenant-Governor's opinion contained in No. 2945 R., dated the 28th July 1883, we would invite attention. It is quite possible that at some future date, when the trade of the Central and Upper Provinces, and of Chota Nagpur, has largely developed, a line from Dugni to Howrah, or preferably Hooghly, may be found to be remunerative, but there is nothing at present to justify the abandonment, for it, of the obvious advantages of the Sitarampur route.

17. This conclusion, adverse to the Midnapur route, is in harmony with that arrived at on previous occasions when a railway to Midnapur, with exten-

sion westward, has been under consideration, and we see no ground for questioning its soundness.

Gauge.

18. We touch on this question in accordance with the request in Your Lordship's telegram of the 9th March last, but shall do so with reference solely to the circumstances of the particular line under consideration. We do not feel called upon to enter into any discussion of the relative merits of the broad and metre gauges in the abstract. During the earlier discussions regarding the Nagpur-Dongargarh Railway except those in 1867, when the Government of India expressed itself on Imperial grounds in favor of the broad gauge, it was assumed that the gauge should be metre because, as would appear, that gauge was at the time believed to be generally suitable to the traffic demands and limited financial resources of India. In 1876, however, when the necessity for discriminating between mere local lines, and main communications, liable to heavy demands for through traffic, special exports or military exigencies had become apparent, and had been recognised by the Secretary of State for India in the case of the

• Despatch No. 29, dated 3rd February 1876.

Punjab Northern and Indus Valley State Railways, Lord Northbrook's Government advocated* the adoption of the broad gauge for the Nagpur-Dongargarh Railway. The grounds assigned were the convenience to the grain traffic, and the saving in coal supplied from the Warora collieries, by avoiding transshipment at Nagpur, but we believe the probability of eventual extension to Bengal was also taken into account. The Secretary of State disapproved of this departure from the original project, on the ground that "no reasons are assigned for the proposal which might not be applied to every new-line of railway," and the line to Nandgaon has consequently been constructed on the metre gauge.

19. We understand the policy, in respect of gauge, accepted for some years past by the Government of India and the Secretary of State to be as follows. The metre gauge is to be invariably adopted for provincial and local railways, "specially constructed for a slow goods traffic," designed "to stimulate the exchange of commodities and provide for a goods traffic with special reference to local needs and local means," regarding which "it may certainly be said that the traffic upon them will be light," and that "a network of subsidiary lines" of this nature, at the lowest possible cost, is to be promoted as far as possible. The broad gauge, on the other hand, is recognised as suited to "supplementary through lines of communication," or those which are "desirable on strategic and military grounds," and while demands for such are to be examined with caution, they may be admitted where the traffic can be shown to require it, and in the case of existing metre gauge lines, relief to the trade of the country may be afforded even "by relaying them on the broad gauge."†

20. Concurring in this policy, as our recommendations in respect of various railway projects on the metre gauge will have shown, we consider that the present instance is undoubtedly one for the adoption of the broad gauge.

- (a) The line is a "through line," covering the shortest distance between Bombay and Calcutta, and though the through traffic may not be very heavy, the double break of gauge, which would result from interposing the narrow gauge between two broad gauge lines, would cause serious delay, inconvenience and expense.
- (b) The line will likewise, if the Nizam's Railway be constructed, become a "through line" to the Deccan and the Madras Presidency from the whole of Eastern India, and from Northern India also, if the Bilaspur-Katni-Etawah project should be carried out.
- (c) The line is also a grain exporting line to both ports, from a point, which may be termed the "traffic-shed," somewhere in

† The quotations are from Lord Lytton's speech in the Legislative Council on 27th December 1877, and minute dated 12th March 1878, appended to the Financial Statement for 1878-79. We use them as the latest and clearest declarations on the subject.

the Chhattisgarh country. This point will vary according to the speed, cost of transport and facilities offered in each direction. Bombay will probably retain much of the area it now commands; Calcutta will also draw largely on the eastern districts of the Central Provinces, as it once used to do, and will profit by the vast increase of cultivation which may be confidently expected in them. A break of gauge, we may remark, is especially prejudicial to the wheat trade, because not only is the margin of profit on this article, in competition with America and other countries, so narrow that an addition of even about four annas per ton is undesirable, but also the uncertainty as to when a consignment once started will, after breaking bulk, reach the port of embarkation, deranges the shipping arrangements, and often leads to loss on freight which has been taken up. To the Bombay grain trade, we have ascertained that the break at Nagpur is already a source of uncertainty, delay and expense, which demands early removal; on the Calcutta trade, interposition of a similar obstacle at Sitarampur would be unjustifiable. But besides this, the Nagpur-Nandgaon metre gauge line already finds difficulty in disposing of the traffic crowding to it, and we consider that the adoption of this gauge throughout would, in view of the prospects of the grain trade, especially in wheat and oilseeds, be an improvident act, certain shortly to demand a costly remedy.

- (d) Moreover, the line is a trunk line, destined inevitably, and we hope at no distant date, to receive four important connections, *viz.*, (1) Raipur to Vizagapatam, 372 miles; (2) Bilaspur, through the Rewah coal fields, to Saugor and Etawah, 352 miles; (3) Chyebassa (or other suitable point) to Cuttack and Pooree, 236 miles; and Dugni (or other suitable point) to Chota Nagpur, Mogulserai and Gya, 388 miles. Whether these connections be on the broad gauge or on the metre, the traffic to and from them will be a material addition to the traffic proper to the main line, increasing the necessity for broad gauge on the latter.
- (e) Again, the line will be, as we shall presently show, essentially a famine-relief line. Whether the occasion be (as nearly occurred in 1868-69) a famine in the Central Provinces, or (as will ordinarily happen) a demand on the proverbial "granary of India" for relief to Behar, to Bundelkhund and the North-West, or to Western and Southern India, the broad gauge carrying power and the absence of break will be essential to an effective response.
- (f) Moreover, the line will be a mineral line, carrying supplies of coal for other railways, especially the first and third of those named in clause (c) above, and will thus get another special addition to the ordinary traffic on it, affording a further reason for adopting the broad gauge.
- (g) The mercantile community in general are decidedly in favor of the broad gauge throughout. In May 1878, the Bombay Chamber of Commerce memorialised us, strongly deprecating the adoption of the metre gauge from Nagpur eastwards. The Bengal Chamber of Commerce take the same view, and we have lately received from them three communications* remonstrating against extensions on this gauge from Dongargarh. In this they are fully supported by the Lieutenant-Governor of Bengal.
- (h) Finally, both the firms which have made proposals for forming a Company to construct the line, Messrs. Hoare, Miller and Co. and Messrs. Burn and Co., make the adoption of the broad gauge, and the conversion of the metre gauge section from Nagpur to Nandgaon, a *sine quâ non*. They may be presumed to know what is best in their own interests.

* 29th November 1881.
19th March 1882.
2nd May 1883.

We have no hesitation in holding that the above reasons are special, not such as might be applied to any line of railway, and that they justify, consistently with the present accepted policy, the adoption of the broad gauge in this case. We may add that there need be the less hesitation as to the conversion, seeing that the cost will be borne by the Company, and the material and stock returned to us can be readily utilised on other State Railways.

Cost.

21. Sitarampur to Bilaspur.—

"I think it should be laid down that expensive station buildings are unnecessary. The road-way, with the permanent way, and all bridges, should be thoroughly substantially built; but the barest necessities should suffice, at first at least, for station buildings. I think considerable economy may be secured by avoiding expensive wells and watering arrangements at all stations, and taking advantage of some of the rivers crossed by erecting the watering arrangements at the bridges."

The results of the location survey made during the past season are now reported (enclosure No. 1) as 365½ miles, estimated by Mr. Parker to cost, including land, ₹2,98,96,970, or ₹81,853 per mile. In this estimate, it is possible that some rates may prove to be rather low, but materials and labour are probably cheap throughout a great part of the country traversed. Upon this subject generally we concur with our Director General of Railways (Colonel Stanton) whose remarks, recorded in 1881 with reference to this line, are quoted marginally. On the whole, and assuming that a private company will look actively after their own interests in every particular, we think that an estimate of ₹82,000 per mile should be ample to cover all contingencies. The total for this section will thus become ₹2,99,70,000, or 300 lakhs in round numbers.

22. Bilaspur via Raipur, to Nandgaon.—

	Miles.	Total.	Rate per mile.
		₹	₹
Nandgaon to Raipur.	43	24,30,000	56,512
Raipur to Bilaspur.	71	45,89,138	64,847
	114	70,19,138	61,571

This section has been completely surveyed and estimated for on the metre gauge, with the result shown in the margin. Considering the easy and well ascertained nature of the country, we think it will be sufficient to allow ₹81,500 per mile for this section, or 93 lakhs of rupees in round numbers. If the line should turn eastward a little south of Bilaspur (*Supra.* paragraph 7) this amount may not be reached.

23. Nandgaon to Nagpur. Purchase and Conversion.—

• Enclosure No. 3 to our despatch No. 126A., Finance and Commerce, dated 5th May 1883.

Messrs. Hoare, Miller and Co., in respect of this * is that the Company are to purchase the Nagpur and Chhattisgarh Railway "at the cost price of that line, *plus* the net simple interest on cost calculated up to the date of transfer, and as calculated by Government." It had been understood in the course of the negotiations, though not clearly expressed in the sentence quoted,† that the "cost price" means the total amount spent by Government with the exception of the value of the metre gauge permanent-way and rolling stock, which will be returned to Government by the Company as the conversion proceeds.

† As it is in clause IX of Messrs. Burn and Company's proposal, forwarded with our despatch No. 148R., dated 7th November 1882.

the "cost price" means the total amount spent by Government with the exception of the value of the metre gauge permanent-way and rolling stock, which will be returned to Government by the Company as the conversion proceeds.

24. We consider that the best method of carrying this arrangement into practice will be for the Company to take over the existing line, as it stands, immediately on the execution of their contract, at the price booked as its cost *plus* the balance of the interest account on the date of transfer *minus* a suitable allowance for depreciation of way and stock up to date. The Company would then work the line, the earnings of which would be a set off to interest on their capital during the construction of their whole undertaking, would convey over it to Nandgaon and intermediate stations a supply of broad gauge materials wherewith to effect the conversion and push on the extension, and would ultimately effect the conversion, from one or other ends, at their own convenience and without interruption of traffic. The metre gauge materials and

stock, as released, would be made over to the officers of Government at Nagpur or wherever it might be found convenient to send them, with reference to their ultimate destination. The materials and stock so received should then be valued with reference to their condition at the date of delivery, their destination, and the market price of the day, and the amount thus determined should be adjusted against the total cost price at which the line was originally handed over.

25. It is obviously impossible to frame beforehand anything more than

	R
Cost of existing line, 148 miles, on 30th June 1883, including rolling stock under supply, but without allowance for present Kanhan bridge, not to be utilised	96,75,000
Balance of interest account up to 30th June 1883*	2,07,000
Estimated gross cost of conversion, at Rs48,000 per mile	71,00,000
Total gross cost	1,69,82,000
Deduct—	
(a).—Allowance for depreciation of way and stock up to 30th June 1883	6,50,000
(b).—Approximate value of materials to be transferred to Government on June 30th, 1885*	27,00,000
Total net cost of converted line	1,36,32,000

a rough estimate of the net cost to the Company of the converted line. The Kanhan bridge, which was originally built for a road only, and has for some time been considered of doubtful security for even the metre gauge line now passing over it, must be restored to its original purpose and a new bridge constructed for the broad gauge line. It is understood that in the other bridges (with one exception) no material alterations are required to abutments or piers, but broad gauge girders will have to be substituted for the present superstructure. The permanent-way must likewise be replaced and extra ballast provided. Minor alterations of stations and workshops, as also new locomotives and rolling stock, will of course be required. The condition of the metre gauge material on its return to Government will depend on the time it may have been in use, and the treatment it may receive, and its value at the time of transfer can be only guessed at. But we enclose, as the nearest approximation practicable, a memorandum prepared in our Public Works Department by the Officiating Director General, and the Consulting Engineer for State Railways, which shows a result of Rs1,36,32,000, summarised in the margin, as the cost of the converted line. The value of metre gauge materials to be returned to Government has been roughly calculated on the basis of existing market prices, with allowance for depreciation, cost of dismantlement, and cost of carriage to Bhosawal, which has been assumed as the point to which the material might have to be conveyed for distribution to other metre gauge lines.

The amount recovered by the State under these arrangements, which would be about 68 lakhs of rupees, would be used in reduction of debt, or in augmentation of the cash balances and thereby avoiding borrowing, as contemplated in the "Remarks" regarding this project in Schedule A of our Despatch No. 26, Finance and Commerce, of the 23rd January last, where this recovery is estimated at 50 lakhs.

	Miles.	Estimate.
	R	R
Sitarampur to Bilaspur	365½	3,00,00,000
Bilaspur to Nandgaon	114	93,00,000
Nandgaon to Nagpur	148	1,36,32,000
TOTAL	627½	5,29,32,000

more than Messrs. Hoare, Miller and

† See paragraph 8 of our Despatch No. 126A., Finance and Commerce, dated 8th May 1883, and enclosure No. 2.

* This would be reduced—
On June 30th, 1886, to Rs25,50,000.
" 1887, to Rs24,00,000.

26. The total cost of the Railway from Sitarampur to Nagpur on the broad gauge would thus be as stated in the margin. This sum is larger, by about 30 lakhs, than that telegraphed to Your Lordship on the 6th ultimo, chiefly in consequence of more detailed information, and greater margin allowed, with respect to the cost of conversion. But it is little we ourselves originally anticipated.†

27. The information upon record regarding the produce, the capability for

development, and the wants as to communications of the Chhattisgarh country is exceptionally abundant. The document specified marginally are those which contain special references to traffic, and have all, we believe, been laid successively before Your Lordship. They all illustrate the fact of a pressing need of railway communication penetrating into the heart of the Eastern Districts of the Central Provinces, and the certainty that such communication would be remunerative. They eventually led to the sanction and commencement of the Nagpur-Dongargarh Railway in 1878.

Mr. Temple, 6th October 1863.
Mr. Morris, 21st May 1870.
Mr. Armstrong, December 1871.
Mr. Morris, 27th September 1872.
Mr. Morris, 8th March 1874.
Mr. Chisholm, 24th July 1877.

28. When submitting Messrs. Hoare, Miller and Co.'s proposals to Your Lordship on 8th May 1882, we considered these facts to be so well established and well known, and to be so strongly confirmed by the voluminous enclosures to our Despatch No. 121 of 22nd October 1881, as also by the rapid growth of the wheat trade and the readiness of private enterprise to embark on the construction of the railway with very limited support from Government, that it was superfluous to offer more than the general opinion in favor of the remunerativeness of the enterprise at an early date which is contained in paragraph 9 of our Despatch No. 126A. In reply, however, to

• Letter from Chief Commissioner, Central Provinces.
Note drawn up in Revenue and Agricultural Department.

Your Lordship's subsequent enquiries, we furnished the documents* forming the fourth enclosure to our Despatch No. 113R. of 9th September 1882. The first and second enclosures likewise abound in interesting and valuable information as to traffic and produce furnished by the local and survey officers, which it was impossible to summarise. Further information being still desired, we now beg to forward reports by Mr. H. H. Risley, Officiating Deputy Commissioner of Manbhoom (who was placed on special duty, at the suggestion of the Lieutenant-Governor of Bengal) on the trade statistics, &c., of that part of Bengal affected by the proposed railway, and by Mr. F. B. Fuller, the Officiating Director of Agriculture in the Central Provinces, on the trade resources of Chhattisgarh.

29. Mr. Risley, a very careful officer who has given much attention to trade questions, and has already made useful contributions to our knowledge of Chota Nagpur, carries his description down to the Hengir coal field, on the confines of Sambalpur. He shows that owing to the geographical formation of the country, the main currents of export trade follow the natural slope from west and north-west towards the east, and converge gradually on the East Indian Railway between Burrakar and Burdwan. The imports return by the same routes. Consequently, a railway running round from Chyebassa to Sitarampur not only has no water communication to fear, but, owing to the peculiar conformation of the country, both commands the traffic of its own strip and cuts off, so to speak, the traffic of an enormous tract of country to the west, which can only find an outlet by flowing towards the new line. "It crosses, as it were, the mouth of an estuary and intercepts its entire contents." The declared imports and exports of certain specified articles Mr. Risley states to amount to 428,300 and 1,022,000 maunds respectively. But after explaining that no one who possesses a fair general knowledge of Chota Nagpur would accept these figures as approaching the truth, he adds "no attempt has been made here to anticipate the enormous extension of the import trade which will

† Possessing an area of 43,026 square miles and a population of 4,903,001.

follow upon the opening of the railway. At present Chota Nagpur† is in a primitive stage of economic development • • • no attempt has been made to estimate the quantity of coal, dyewoods, iron, limestone and tassar cocoons which the railway may be called upon to carry. The possible development of rival coalfields, the success of the Barrakur Ironworks, the demand which may spring up for indigenous dyes, and the prospects of tassar silk in the European market, all these causes are too obscure and too complicated for it to be possible to anticipate their results and express them in a statistical form. It can only be said that these factors may have an important influence

on the future of the railway, and that some of them stand a fair chance of coming into play on a large scale within the next ten years."

30. Mr. Fuller, whose statistical experience as Assistant Director of Agriculture in the North-Western Provinces is well known, presents coloured maps indicating the density of the population, and the proportion of soils suited for wheat and oil-seeds, together with a sketch of the routes. Owing to a large portion of Chhattisgarh consisting of zemindaries and chiefships, these facts as to population and soil constitute a more reliable indication than estimates of produce. It may, however, be mentioned that in the *Khalsa* portion only of the Raipur, Bilaspur and Sambalpur Districts the total cropped area is 8,804,147 acres, while the black soil suitable for wheat, but still uncultivated is 1,007,832 acres. The annual demand for salt is put at 450,000 maunds, and for European piece goods and metals at 120,000 and 80,000 maunds respectively. Confidence is expressed that by the removal of the difficulty of communication "a large export would be at once created. * * * * * In this export trade wheat, rice and oil-seeds would form the staple commodities, but a considerable accession of traffic may be expected from forest produce, especially lac." In illustration of the effect of adequate railway facilities, Mr. Fuller states that the railway took comparatively little when open only to Amgaon, but the extension to Dongargarh raised the exports to 754,655 maunds, and that to Nandgaon to 1,492,653. We may supplement his account by the following extract from a communication lately received from the Commissioner of Chhattisgarh:—

"The Nagpur and Chhattisgarh metre gauge line was opened in February with a great flourish of trumpets to Raj Nandgaon. In twenty-one weeks that line has carried 5,147 tons of goods, mostly grain. Carts have been travelling into Nandgaon carrying grain at the rate of 1,000 to 1,200 per day. And if the line was only open to this, I believe that Raipur would become an immense grain depôt, where sufficient would be stored to keep the line occupied the greater part of the rains. As it is, there are immense stocks of grain here. The heavy traffic over the eastern road (*i. e.*, the 43 miles between Raipur and Nandgaon) has cut the road to pieces, and the two rivers make cartage so difficult, that the traffic is now stopping; but the people are very anxious about the railway. This is not surprising, when you look at the rise in cart hire: formerly Rs. 3 covered the cartage of one cart = 12 to 15 maunds from this to Nandgaon; this year the rates have risen from Rs. 12 to Rs. 16 per cart for the 43 miles. This high rate swallows up nearly the whole of the profits, so that much of the later grain dealings have been carried on at a loss. * * * * *

"There is no doubt that Chhattisgarh is a perfect granary, with considerable opportunity for expansion. The dense population is all crowded together into a comparatively small area, but there is room and to spare all round for all the superfluous population that exists, and good land in abundance waiting for people to cultivate it. They will be forced to take to migration to these cultivable wastes when the railway drives up prices. At present a man earns enough in three days to keep him for seven, so he idles away four; and he will have no inducement to work until he sees that he can get a fair price for the grain raised. Now the prices that reach the cultivators can barely cover the cost of cultivation. * * * * * The whole country is covered with speculators, agents from Bombay firms, &c. Some of them have made a good thing of it, but the rise in cart hire has reduced the profits to a very low ebb."

31. These accounts by Messrs. Risley and Fuller, together with the other information previously supplied, the and memorandum by Mr. Jones, show that the railway will have an ample and increasing traffic arising from stations throughout the greater part of its length. There is, however, a portion of about 80 miles near the centre of the line from which much cannot be expected locally, beyond the sal timber which the vast adjacent forests supply. This section will, however, be relieved from unremunerativeness by the through traffic in grain and oilseeds from Calcutta which the eastern part of Chhattisgarh and Sambalpur will afford. We have already alluded [paragraph 20 (b)] to the point, or "traffic shed," whence the produce will flow eastward, and to the difficulty of predicting whereabouts it will lie. It may, however, be expected to be ordinarily quite as far west as Bilaspur, and thus to secure a very large through traffic for the section to which we allude. The Hengir coal also will travel eastward over this section until it meets that produced from the Raniganj collieries.

32. Hitherto we have dealt only with the traffic normal to the localities traversed by the line; but it must not be overlooked that the line may calculate also on receiving, to a greater or less extent, according to circumstances, (1) an additional normal traffic from the connections or subsidiary lines referred to above [paragraph 20 (b) and (d)], and (2) an abnormal grain traffic in times of scarcity or famine, which are unhappily, too frequent in one part of India or another.

33. In concluding this branch of our subject we have only to remark that we consider a mass of concurrent testimony, such as that which has been brought forward, to be far more to be depended upon than any statistical tables compiled from returns of present traffic passing particular points, because a large portion of traffic everywhere avoids such points, and existing traffic is no sufficient criterion for railway enterprise in any country known to be greatly improvable.

"If the cost of carrying a ton of goods is reduced, by the substitution of railway conveyance for carts, from three annas per mile to half an anna, it is certain," urged Lord

Northbrook's Government in 1876,* "that when,

* No. 29R., 3rd February.

as in this case, the produce and the demand exist, the number of tons carried will increase in some proportion to the reduction in the cost of conveyance. The increase of traffic from the lowering of the rate for carriage is a simple and certain consequence of the ordinary laws of trade, and should be calculated on in any estimate of railway earnings."

Remunerativeness.

34. On this point we would in the first instance invite attention to the fact that a long series of local authorities have for twelve years past insisted on the remunerativeness of a line reaching the heart of the Central Provinces, have supported their opinions by statistics which were admittedly within the truth, and have been willing to incur the risk of the undertaking out of the limited resources provincially assigned to them. The net return they anticipated was not less than from 4 to 5½ per cent. The Governments of Lord Lawrence, Lord Mayo and Lord Northbrook have in succession favored such a line, and the later while anticipating "certainly 2½ to 3 per cent. at the outset" reckoned on an increase of traffic "seeing that the country to be opened out is rich in produce, which has hitherto been locked up for want of means of communication." Experience is already verifying these anticipations, the first section

	Receipts per mile per week.
Oudh and Rohil-Khand	233
Northern Bengal	169
Rajputana-Malwa	239
Indus Valley and Kandahar	247
Nagpur-Chhattisgarh	244

India.

alone earned 2·15 per cent. in 1882, and the extended line to Nandgaon compares as per margin, for the first three months of the current official year, with some of the principal and well established lines in

35. Regarding the larger project now under consideration, we can fairly say that it is supported by statistics not less complete, and traverses tracts of country not less promising or less distressed for want of an outlet, than those just referred to. It possesses, moreover, two singular advantages;—in working, that of good coal procurable, actually at one terminus, within easy distance of the other, and also at a convenient point on the line between the two; in construction, that of cheap labour, of abundant timber, and, if your Lordship should give effect to our recommendations regarding the Bengal Ironworks, of permanent way and other iron and steel requirements manufacturable close

Report, dated 10th June 1882, paras. 79 to 89.
Bengal letters No. 2519R. of 31st July 1882,
and No. 2948R. of 28th July 1883.

to Sitarampur. Mr. Parker has calculated the net profits at 4½ per cent., irrespective of these special advantages, while the Lieutenant-Governor of Bengal thinks that this is probably an underestimate, and that "the prospects of the undertaking are most hopeful." The opinion of mercantile men, some of them well acquainted with India and the localities affected, may be gathered from the fact that they have been ready to embark in the undertaking with, at most, a guarantee of 4 per cent. for a period only sufficient to put it in working order throughout.

36. If the proposal were to construct the Sitarampur-Nandgaon section as a broad-gauge State Railway, and to convert to that gauge the open continuation to Nagpur, we should have no hesitation in recommending the work as technically "Productive," that is to say, as one which "may fairly be estimated to pay, within a maximum limit of five years from the date of the line being open for traffic, 4 per cent. on the capital invested."* Much more, then, are we able to support an application from reliable private individuals for the limited aid in starting the undertaking which alone they ask, and deem to be sufficient.

* Secretary of State's Despatch No. 1 Financial, dated 6th January 1891.

37. As to the exact nature of this aid, we have already, in our despatch No. 29 of 23rd January last, recommended the adoption of the "Bengal Central" terms and the debit to the head of 31. *Famine Relief and Insurance* of whatever interest charge may be incurred. Regarding this we may remark

	Miles.	Cost. £
A. Existing line	148	1,000,000
Completion	479½	3,040,000
	627	
Total to complete		4,040,000
B. Proposed project	627½	6,200,000
Less recovered		270,000
Net amount to be guaranteed		5,920,000

that the liability of Government will be for interest on an amount only one-fourth more than would be required to complete the existing project, but with the corresponding advantages that (1) a broad-gauge line will be obtained instead of a narrow one; (2) the liability will terminate in a few years instead of being for a permanent increase to the debt of India; (3) a certain share of profits in the future, and certain rights of purchase will be secured.

Circumstances having somewhat changed in the money market and otherwise, since January last, we may state that we see no objection to such reasonable modification of the "Bengal Central" terms, in harmony with their general principle of a strictly limited guarantee, as may suffice to secure the early launching of the undertaking. For instance, we should see no harm, but rather, some advantages, in the debit of interest during construction to capital, and the commencement of the guarantee agreed on from the date of the opening of the line. We telegraphed to your Lordship in this sense on the 10th ultimo in the case of the Bhopal-Gwalior-Cawnpur Railway.

38. So far, we have treated the question as one of direct liability, return and profit. But the indirect advantages of railway extension are too important to be ignored. One of your Lordship's predecessors addressed the Government of India on this subject as follows:—

"Though equal profits may not be obtainable from future lines, this does not constitute an unanswerable objection to further extension. For lines which in themselves are perhaps unremunerative may be of the highest political and social, and indirectly, even of great commercial value. Thus a line which connects important strategical points may produce an economy of military expenditure far more than sufficient to cover any loss which may arise from the working of the line itself. Again, a line which facilitates the carriage of food in districts where harvests are uncertain may be of the highest value, though not directly remunerative. The same may be said of lines which facilitate the intercourse of remote and backward districts with the more advanced, or which enable the people to come more easily and frequently to markets, to courts of justice, and so fourth, or enable Magistrates to visit their districts with greater convenience. These are only a few of the many indirect advantages attending the extension of railways, which justify us in laying down the principle that direct commercial success is not to be regarded as the one single test of their value." (Despatch No. 3, dated 16th January 1868).

These remarks have special applicability to the present case.

39. The first and perhaps one of the most pecuniarily valuable of the indirect advantages of this railway, is the power it will confer of increasing the land revenue of the Raipur and Bilaspur districts at their approaching re-settlement in 1885-88. This point has been repeatedly mentioned in the correspondence to which we have alluded in paragraph 29, and has been twice brought specially to the notice of

Despatch No. 68R., of 18th April 1872.

" No. 29R., of 30th February 1876.

the Secretary of State. Colonel Keatinge estimated at 2½ lakhs of rupees the increase of assessment attributable to the new railway facilities alone. Supposing that it amounted to 1½ annas per acre, the annual proceeds would be about Rs. 2,75,000 or Rs. 3,00,000 at once, and probably double this twenty years hence, on the expiry of the revised settlement, owing to increase of cultivation and rise in prices. This would be a material and permanent set-off to any temporary liability the Government might now incur in starting the line. We would invite special attention to the remarks upon it of the present Chief Commissioner of the Central Provinces, Mr. Jones, in the memorandum which is appended to this Despatch, adding that, unless the work be commenced without delay, it will be impossible to enhance the land revenue on the ground of facilities which do not exist.

40. Another indirect gain, which is certain to be large, is the increase of receipts, in which the Government will share, from the additional traffic which this railway will throw upon the Great Indian Peninsula Railway at one end and the East Indian Railway at the other.

41. Another obvious, though less easily calculable, indirect advantage is the relief to exchange which must result from every increase to the exports of India. Considering that the tract commanded by the proposed line is one which produces in vast quantities, and is capable, with better communications, of producing far more largely still, the two commodities, grain and oil-seeds, which are in demand in Europe, we think this advantage is too important to be ignored.

42. But equal to, or it may be for greater than, either of the indirect advantages just named, in its pecuniary value to the State, and fraught also with influence on human life, is the protective effect of this line in time of scarcity or famine. Chhattisgarh is a region which has now been ascertained meteorologically to be favored with a rainfall more uniform, constant and sufficient, from year to year, than any other in India. It is thus, while almost exempt, except on very rare occasions, from risk of famine, able to come with grain supplies to the aid of other provinces where scarcity or famine prevails. But railway communication is indispensable to the use of this gift with promptitude and sufficiency. The risk which the Province itself ran during the dearth of 1869, for want of such communication, is described in Mr. Morris's minute of 6th March 1874. The great additional help it might have afforded, had such existed during the famine of 1876-78 in Southern and Western India, is obvious, and was recognised by Sir John Strachey in the latter year, in the following remarks on the Nagpur-Chhattisgarh Railway :—

"It is of urgent necessity to supply means for its construction at the earliest possible moment, as it will be specially useful as a means of bringing food grains down to the main line of railway in the Deccan, and thus be of great value in time of scarcity, as has been very truly remarked by Sir A. Clarke."

Supposing the line now under consideration to be constructed, the whole resources (vastly increased) of the tract referred to will be available at either end for famine relief of Behar and Bengal on the one hand, and of Western and Southern India on the other. Moreover, the addition hereafter of a branch to Cuttack will render impossible in Orissa a disaster such as that of 1869, while the connection of Bilaspur with Bundelkhand and Northern India will be a most important safeguard against famine in that quarter.

In fact, so important do we consider the protective aspect of this project, that we should have been prepared to recommend it to Your Lordship as a Protective work, had any necessity existed for doing so.

43. In conclusion, we trust that we have now supplied all the information which Your Lordship desired to possess, and that it may be

held to warrant an arrangement with Messrs. Hoare, Miller & Co., at the earliest practicable date.

Railway Despatch to the Secretary of State for India, No. 17 of the 29th January 1884.

In our despatch No. 132 Railway, dated the 18th August last, we submitted what appeared to us to be all the information regarding the projected Nagpur-Bengal Railway which your Lordship had called for, and, after urging the importance of the question from various points of view, we repeated the hope, more than once previously expressed, that your Lordship would come to arrangements at the earliest practicable date with Messrs. Hoare, Miller and Company for the construction of the line.

2. It is with much regret that we have received your Lordship's despatch No. 133 of the 31st October last, which informs us that pending the result of the enquiries of a Select Committee of the House of Commons, your Lordship is unwilling to enter upon arrangements with Messrs. Hoare, Miller and Company on the basis proposed by them.

3. Considering that this railway, in connection with two others,* is the centre of the main system of protection of all the Provinces of India affected by famine, and that the proposals in our Fi-

- * 1. Bhopal-Gwalior-Cawnpur.
- 2. Bilaspur-Etawah.

nancial despatch No. 29 of 23rd January 1883, for constructing the three by private enterprise, with the aid of funds, which are now, subject to your Lordship's sanction, available, stood entirely by themselves, we had hoped that your Lordship would have dealt with them, as in the case of the Western Deccan Railway concession in November last, separately and irrespective of the general question of utilising private agency for railway construction in India.

The fact that these railways are of a highly protective character has we trust, been demonstrated to your Lordship's satisfaction in paras. 14 to 17 of our despatch No. 269 Finance and Commerce of 24th September last, and in para. 13 of our further despatch of this date, on Railway policy, to which the opinions of the Members of the Famine Commission now in India are appended.

4. While abstaining from further remonstrance against the postponement of a decision as to the financial basis on which this project is to be carried out, and the agency to be employed until the Select Committee of the House of Commons have reported, we feel it our duty to submit to your Lordship proposals by which the interval which must elapse before these points can be decided may be used to the best advantage.

5. In the first place, we would point out that a postponement of decision on the two points above mentioned need be no bar to the present consideration of the questions of route, gauge, cost, traffic, remunerativeness and indirect advantages, and to the formal sanction of the project as such.

We learn from the 4th para. of the despatch under reply that your Lordship considers the information furnished to be "most valuable," and infer that it is considered sufficient for the purpose. We are now able to supplement it in a few particulars, which we proceed to mention.

6. *Route.*—We have received your Lordship's despatch No. 136 of 31st October last, forwarding a request from Mr. C. Magniac, M.P., that a sketch survey may be made of the Howrah-Dugni route, on the ground that present information is so insufficient that it is impossible to make any reliable comparison between it and the Sitarampur route. Mr. Magniac was, we presume, unaware that Mr. Spring, one of our Engineers in the Railway Branch of the Public Works Department, had recently made the very careful reconnaissance

of the section from Dugni to Midnapur, which we forwarded with our despatch of 4th August last, and that, as regards the Midnapur-Howrah section, the whole country from Burdwan downwards has been, during the last 25 years, so thoroughly surveyed, contoured and practically studied, in the course of the measures for minimising the loss by floods of the Damuda, Darakesur, Rupnarayan, Silhai and Kossye rivers, that no new surveys could add anything material to our present knowledge of the subject.

7. Our Hon'ble Colleague in charge of the Public Works Department, Mr. Hope, has recently visited Midnapur accompanied by the Director General of Railways (Colonel Stanton) and the Superintending Engineer, South-Western Circle (Mr. Vertannes), for the purpose of re-investigating the whole question.

As regards the engineering question, it may be explained that the course adopted with regard to the floods has been to protect certain portions of the country by means of allowing the "spill" of the great rivers to go freely over others. The area thus inundated by the Damuda river, over its right bank, extends from above Burdwan down to an embankment near the Oolooberia canal. It is about 63 miles in length and from 4 to 14 miles in width, and it is frequently submerged to depths varying from 8 to 18 feet. The portion of this across which it is understood, that it is proposed to take the railway is 8 miles wide. A somewhat less impracticable line is that discussed and estimated for in Mr. Spring's report and Mr. Levinge's note accompanying our despatch, which passes between the canal and embankment above referred to across a neck of land 4 miles wide between the Roopnarayan and Damooda. But it also is open to very serious risks and objections.

As regards traffic, it may be explained—

1st.—That it is an error to suppose that there is any considerable traffic flowing into Midnapur from the west. This was ascertained by our Hon'ble Colleague's personal enquiries of the Midnapur traders, assembled with the assistance of the Collector, and is corroborated by scrutiny of the canal returns, which show that out of an average total annual export and import traffic of 150,000 tons, only 12,000 tons (*viz.*, 8,000 export eastward and 4,000 import) belong to Midnapur itself.

2nd.—That of the canal traffic itself, the greater part is received on the two reaches nearest Calcutta, and consists to a considerable degree of boats passing *through it* from marts on one side to marts on the other, to which traffic the railway would be no assistance whatever.

3rd.—That the needs of the Midnapur district are now fully provided for by the existing combination of good roads, rivers and canal, and would be comparatively little benefited by a railway. This sufficiency of provision was corroborated by the Agent of Messrs. Watson and Company, who own large zemindaries in this vicinity. The canal service is by no means indifferent, as has been asserted, and it is about to be greatly improved by the Calcutta Steam Navigation Company, who will place on it within a month's time four new steamers, which they have constructed specially for the purpose.

In short, there can be no doubt that the line from Dugni to Sitarampur would open out more country, and be of much greater use to commerce, than that to Howrah.

8. *Gauge.*—On this subject we may supplement our previous remarks in favor of the broad gauge by reference to paras. 8 and 9 of our despatch

From Government of Bengal, No. 4513 B., dated 27th December, 1883 para. 5.

No. 9 Ry., dated the 22nd instant, and to the letter quoted marginally, which we forward herewith. The Bombay Government have likewise addressed to your Lordship a despatch, No. 23 of the 12th ultimo, strongly supporting a letter from the Bombay Government in the same sense.

We would also bring to notice the fact that the question of the necessity of doubling the Great Indian Peninsula Railway from Bhosawul in the direction of Nagpur is now under serious consideration, and that the measure certainly cannot be long deferred.

9. *Traffic*.—We append a statement showing the exports from Chhattisgarh during the first six months of 1883, which is the result of special registration by Mr. Fuller, the Director of Agriculture in the Central Provinces.

It has also been brought to our notice that the gunny bags for the wheat exported from Chhattisgarh are at present sent round from Calcutta to Bombay by sea and thence go by rail into the interior. On the opening of the proposed railway they would of course be sent direct, as there would be a saving of from Rs 16 to Rs 17 per ton in freight alone, irrespective of marine insurance and landing and despatching charges. On this point we enclose an interesting memorandum by Mr. A. P. Ralli of the well-known firm of Ralli Brothers. The cheapening of the through transit would, moreover, give a stimulus to the mill industry in the neighbourhood of Calcutta, as the article is used for various purposes in Western India.

We have obtained further information regarding the forests in the vicinity of the line of railway. These may be put in three groups—

1st.—*Singbhoom and Lohardugga*.—Here there are about 200 square miles of reserved forest of sāl alone, and further reservations are contemplated. There are also open or district forests, and private forests. These would furnish two millions of cubic feet in 3 or 4 years, to begin with, and a large regular supply probably not less than 6,000 tons annually when proper facilities for getting the timber out have been provided. At present the whole of Bengal is supplied from Nepal with sāl timber, which is very largely used. But the Nepal forests are believed to be rapidly becoming exhausted and the price is rising. The Inspector General of Forests (Dr. Schlich) calculates that the sāl from the Sarunda and other forests in Singbhoom can be put into

	Teak.	Nepal sāl.	Singbhoom sāl.
	R s. p.	R s. p.	R s. p.
Calcutta	2 0 0	2 3 0	1 7 3
Mokameh	2 6 6	2 3 0	1 7 1
Mogul Serai	2 10 4	2 3 0	1 10 10
Allahabad	2 12 2	2 3 0	1 13 0
Dacca	2 4 0	2 6 0	1 13 9

railway trucks at the adjacent stations and laid down at Sitarampur at Rs 1-4 per cubic foot. Its corresponding prices at other principal markets within easy reach and the present prices of Nepal sāl and teak at the same places, are shown in the margin. The trade will be profitable at the outset and must develop largely as the Nepal supplies fall off.

2nd.—*Tributary States*.—The forests in these are known to be very extensive, but no details are available. The produce will, of course, have a longer carriage to bear in order to compete with forests more favorably situated.

3rd.—*Chhattisgarh*.—The forests in this group are estimated to comprise 2,000 square miles of good high timber, the bulk of which is sāl. About one-fifth of the area belongs to Government, and the rest to feudatory chiefs and zemindars. Dr. Schlich estimates that they could yield not less than 10,000 tons of sāl timber annually, without reducing their permanent productiveness. With railway outlets from Bilaspur to Etawa, and to the westward, this timber would, no doubt, find a large market.

From the above it will be seen that the sāl forests in the tracts referred to will, with the aid of the proposed railway, be able to supply the requirements of the whole of India, subject merely to the limitation caused by cost of carriage. The forests will likewise afford vast supplies of shell-lac, lac-dye and myrabolams, and may be expected to stimulate the trade in these articles.

The Hengir coal-fields are at present being carefully re-examined by Dr. King, Deputy Superintendent of the Geological Survey, specially along the line of railway, and the Government of the Central Provinces will make borings or shafts at any spot he may select for the purpose of proving the

coal. Its general quality is of course already well-known, having been more than once professionally reported on.

10. *Remunerativeness*.—On this subject we think it as well to point out that, although we have strongly advocated this line on account of its famine protective urgency, we have always considered it likely to be "productive" in a technical sense also (see para. 35 of despatch No. 29 of January 23rd, 1883, *et seq*). If the indirect returns to be received from it, which are explained in paras. 38 to 42 of our despatch of 18th August last, be also taken into account, it will be highly remunerative. It is thus both a "famine" and a "remunerative" line, but the former quality need be no obstacle to its being constructed by a private Company, nor the latter to its being treated as of famine urgency, irrespective of considerations of general policy.

11. The preceding five paragraphs have related to our first proposal, that formal sanction should be given to the project, as such, leaving the question of financial basis and agency to await the report of the Select Committee of the House of Commons.

12. Our second proposal is, that as soon as sanction has thus been accorded we should be permitted to commence operations so far as to take up the land throughout, and make the earthwork wherever labor is readily obtainable. By these means, and especially the taking up of the land, which is usually a tedious process, several months, or a whole season, may be saved towards the ultimate opening of the line. The necessary funds, which would not be large, we should be prepared to advance from the Productive Public Works grant, subject to repayment, as in the case of the South Mahratta Railways, in the event of the ultimate decision being to give over the project to a Company.

Independently of the gain in time towards opening, two other reasons for the course we recommend may be adduced. *First*, the re-settlement of the land revenue of the Bilaspur and Raipur districts will commence next year, and unless the railway be in progress, it will be impossible, as we have already pointed out in para. 39 of our despatch of 18th August 1883, to provide for the enhancements which may fairly be attributed to railway facilities; *secondly*, the scarcity to which reference is made in the third paragraph of the letters from the Government of Bengal, forwarded herewith, prevails with some severity in the tract between Dugni and Sitarampore, and the prompt commencement of earthwork on this section would be a very welcome relief.

13. In conclusion, we trust that our present *ad interim* proposals may meet with your Lordship's approval, and that we may be informed accordingly by telegraph.

No. 4513 R., dated 27th December 1883.

From—H. C. Levinge, Esq., Secy. to the Govt. of Bengal, P. W. Dept.,
To—The Secretary to the Government of India, P. W. Dept.

I am directed to acknowledge the receipt of your letters marginally noted, on the subject of the Bengal-Nagpur Railway, and in reply to communicate the following observations:—

No. 735R.C. of the 16th August 1883, forwarding copy of a Despatch to the Secretary of State.

No. 1090R.C. of the 15th December 1883, enclosing copy of the Secretary of State's Despatch No. 133 of the 31st October 1883.

No. 1099R.C. of the 18th instant, with copy of a letter from the Government of Bombay to the Secretary of State.

he notices with regret the decision of the Secretary of State to postpone the construction of this most important railway regarding which the fullest information has been already collected. The line has been carefully laid out on the ground throughout its entire length, the detailed drawings and estimates have been prepared, all statistical facts have been ascertained, the advantages over alternative lines as well as its remunerative prospects have been considered and discussed, and the mercantile community throughout the country are, for reasons which are plainly incontrovertible, urgently pressing for more rapid railway

With the conclusions arrived at in the Despatch to the Secretary of State, No. 132 of the 18th August, the Lieutenant-Governor fully concurs, and

extensions. In this case, moreover, private enterprise has come forward and is ready to undertake the construction of the line. It seems to Mr. Rivers Thompson altogether inexpedient therefore to defer taking action, until a Select Committee of the House of Commons to be appointed next sessions, shall have considered the future policy of the Government regarding Indian Railways; because there is almost an absolute certainty, under such a procedure, of indefinitely delaying the opening up by a main line of railway, of a portion of the country which has in this respect been already too long neglected.

Every consideration tends to an early practical decision of the question. Amongst the most important is the future system of railway communication to the Province of Orissa, which is now almost as much isolated from the capital and the rest of Bengal as it was in the famine of 1866-67. Again, it is necessary to point out that most of the districts of Bengal have barely escaped this year a severe scarcity owing to the failure of latter rains, and even, as it is, there will be very high prices and much pressure on the poor. On the other hand, the crops in the Central Provinces have been superabundant, and a railway connecting those provinces with Bengal would have been invaluable. This state of things or even worse may occur again at any time and should be guarded against without loss of time by the construction of the railway.

With the remark on the question of gauge in the Despatch above alluded to, the Lieutenant-Governor entirely agrees. Being the shortest line of communication between Bombay and Calcutta, it will always command a certain amount of through traffic, but much of the advantages will be lost unless it is constructed on the broad gauge by which means alone the cost of freight can be kept down. With a line on the metre gauge connecting two others on the broad gauge, the delay and expense inseparable from the double transfer would, in the case of bulky goods, such as wheat, cotton, &c., be intolerable.

In considering the advantages which will follow the construction of the Bengal-Nagpur Railway, the Lieutenant-Governor is inclined to think that sufficient weight has not been given to the great impetus which will attach to the trade in wheat and the opening up to cultivators of the large tracts of country now lying waste or covered with jungle; and not only will the grain be carried at a much lower rate than is now possible to the port of Calcutta; but the gunny required for bagging the grain will be conveyed direct and at a low cost. All this will add to the traffic on the line and ensure its financial success. Mr. Rivers Thompson trusts, therefore, that the Government of India will again address the Secretary of State with the view of obtaining a reconsideration of the decision recently arrived.

Exports in Indian mounds from Chhattisgarh block to each other external and internal block.

		To Central Provinces, Jabalpur block.	To Central Provinces, Narbada block.	To Central Provinces, Nimar block.	To Central Provinces, Nagpur block.	To external block, Rajputana.	To external block, Bihar.	To external block, Bom- bay Presidency, exclud- ing Bombay Port.	To external block, Bom- bay Port.	To external block, Mad- ras and Hyderabad.	TOTAL.
Quarter ending 31st March 1883.	Wheat .	...	...	...	27,643	...	277	357	2,17,975	...	2,45,559
	Gram and Pulse	...	50	433	21,183	183	12,808	1,361	9,931	...	45,964
	Rice, husked	3	5,903	32,816	1,03,384	34,163	2,00,793	1,26,771	4,644	530	5,30,113
	Rice, unhusked	...	...	...	...	...	...	...	...	...	...
	TOTAL GRAINS	3	6,043	33,275	1,32,310	34,353	2,34,850	1,31,314	2,37,716	539	8,20,312
Quarter ending 30th June 1883.	Linseed	...	...	...	832	...	...	...	2,44,539	...	2,45,171
	Til	...	...	700	4,344	...	624	195	22,513	...	26,190
	Wheat .	...	...	30	22,715	...	...	296	5,24,348	...	5,54,919
	Gram and Pulse	...	6	4,604	41,582	110	35,541	2,435	12,549	...	97,117
	Rice, husked	...	7,314	12,859	67,575	20,936	61,124	48,505	12,539	...	2,30,853
	Rice, unhusked	...	...	...	...	...	...	...	...	...	...
	TOTAL GRAINS	...	7,320	17,545	1,38,967	21,046	98,470	51,432	8,39,533	...	8,84,311
	Linseed	...	...	...	4,985	...	8	...	2,70,449	...	2,75,442
	Til	...	...	290	394	...	21	21	8,209	...	3,934

J. B. FULLER,
Director of Agriculture.

Memorandum by A. P. BALLE, Esq., dated 14th January 1884.

I.—The average weight of 1,000 bushels of wheat is equal to 62,000 lbs.

As regards the weight of the bushel, this, as you are aware, varies between one description and another and also between one season and another; but I think that 62 lbs. per bushel on an average is very nearly the truth.

II.—The average weight of 1,000 empty gunnies, if A twills, is equal to 2,625 lbs.; if double E's, to 3,500.

As wheat is exported from this side chiefly in double E bags, but from the Bombay side to a great extent in A twills, I have given the weight of both descriptions.

III.—The average weight of wheat in 1,000 gunnies is equal to 224,000 lbs. (excluding weight of gunnies).

The point which Colonel Filgate wishes to ascertain from the above data is "*what would be the relief per bushel to wheat from this saving in cost of gunnies at Raipur?*" To show this I enclose the following two calculations:—

A, showing that if the wheat is packed in "A twills," the saving will come to pie 1·013 per bushel of 62 lbs.

B, showing that if the wheat is packed in double E bags, the saving will be pie 1·426 per bushel of 62 lbs.

The above calculations have been worked out on the mileage and railway freight given in the Government Minute.

In this paper it is stated that it is assumed that gunnies can be screwed in bales to 4 cubic feet for the maund; this, however, is not correct, because gunnies can be screwed to a smaller cubical capacity, and I think that you will agree in the following figures:—

A twills: 20 cubic feet per bale of 300 bags of $2\frac{1}{2}$ lbs. each, or 157 lbs. 8 oz. to 4 cubic feet.

E bags: 24 cubic feet per bale of 500 bags of $1\frac{1}{4}$ lbs. each, or 145 lbs. $\frac{3}{4}$ oz. to 4 cubic feet.

Taking the above as a basis, I enclose the following calculations:—

C, showing that if the wheat is packed in A twills, there is a difference per ton weight in favor of direct shipment by rail of R16·18, which is equal to a saving on 20,000 tons of R3,23,600.

D, showing that if the wheat is packed in double E bags, there is a difference per ton weight in favor of direct despatch by rail of R17·03, which is equal to a saving on 20,000 tons of R3,41,600.

With reference to our above calculations, I must add that I have only taken into account the railway freight compared to steamer freight, but when despatching by steamer the cost is still greater on account of Marine Insurance, and on account of all the expenses in Bombay in connection with the landing of the gunnies there and the despatching up-country.

At first sight the saving per bushel of wheat which would result by direct despatch by rail may not appear much to outsiders, but with the increase in trade, and the very keen competition which is felt more year by year, there is no doubt that the smallest saving in the manipulation of the goods becomes a very great factor in combining and extending business; and being established as we are, not only at the principal shipping ports (Calcutta, Bombay, and Kurrachee), but also in many of the important districts in the interior, we can speak by extensive actual experience.

I think that I have now replied clearly to the queries contained in your correspondence, but shall be very happy to supply you with any other information which you may require.

As, however, the calculations in question have resulted, as I see, from the discussions which are taking place for the projected scheme of constructing the Nagpur-Bengal Railway through the Central Provinces, I think that I may

add that the saving which would be secured to trade in the shape of a reduction in the cost of gunny bags is altogether one of the infinitesimal advantages which the construction of the railway would undoubtedly produce.

Of late years the wheat trade has assumed enormous proportions, and I believe that there can be no doubt that India can supply a still much larger quantity if we have the means for moving it, and this especially at more moderate railway freights than those now ruling.

It appears, therefore, to be self-evident that the construction of such a railway will be a very powerful element indeed in the development of the wheat and seed trade, which consequently will be benefited to a very much larger extent than what is shown in the saving of gunny bags; and the economy shown in this saving alone can, I think, be taken as a strong indication of the ultimate advantage which the line in question and the extension of railways generally would secure to the Indian trade; and if, as is to be hoped, the Nagpur-Bengal Railway be sanctioned, I quite agree with you in thinking that it should be on the broad-gauge principle.

As far as this point is concerned, one argument against it is that there is no "through traffic" between Calcutta and Bombay, but it appears to me that we have not only to look on through traffic between Calcutta and Bombay, but much more on the traffic which takes place between the interior markets and Calcutta and Bombay as shipping ports; and there cannot be the least doubt that it is very disadvantageous to have, as at present, for several districts to make despatches from Calcutta to Bombay by sea and thence by rail to the interior.

A

One bale containing 300 A twill bags measures on an average 20 cub. ft.	
50 cub. ft., or 2½ bales, will therefore contain 750 bags, which, weighing 2½ lbs. each, will be equal to	lbs. 1,968 75
Add for outer covering and hoops, say	" 10 00
The total weight of 50 cub. ft. (750 bags) =	lbs. 1,978 75
which, at 82½ lbs. per maund, is equal to	mds. 24 09
The freight by sea to Bombay on these 50 cub. ft., or 24 09 maunds is	R10 00
Add—	
Carriage by rail from Bombay to Nagpur (520 miles) and from Nagpur to Raipur (191 miles), say on 711 miles @ ½ pie per mile per maund, on 24 09 maunds	" 22 30
Total freight from Calcutta to Bombay by sea and from Bombay to Raipur by rail	R32 30
The railway freight from Howrah to Raipur direct, @ ½ pie per mile per maund, on 24 09 maunds, is on 57½ miles	" 18 00
The difference, therefore, in favor of direct despatch by rail to Raipur on 750 bags is	R14 30
750 bags contain at 224 lbs. wheat per bag	lbs. 168,000
on which there is, therefore, on account of the saving by direct despatch by rail, a relief of R14 30;	
or per bushel of 62 lbs. of	pie 1 013

B

One bale containing 500 E bags measures on an average 24 cub. ft.	
50 cub. ft. will therefore contain bags 1,041 66, which, weighing 1½ lbs. each, will be equal to	lbs. 1,562 50
Add for outer covering and hoops, say	" 10 00
The total weight of 50 cub. ft. (1,041 66 B) =	lbs. 1,572 50

which at $82\frac{1}{2}$ lbs. per maund is equal to	mds. 22-32
The freight by sea to Bombay on these 50 cub. ft., or 22-32 maunds, is	R10-00
Add—	
Carriage by rail from Bombay to Nagpur (520 miles) and from Nagpur to Raipur (191 miles), say on 711 miles, @ $\frac{1}{4}$ pie per mile per maund, on 22-32 maunds	„ 20-66
Total freight from Calcutta to Bombay by sea and thence to Raipur by rail	R30-66
The railway freight from Howrah to Raipur direct, say on 574 miles, @ $\frac{1}{4}$ pie per mile per maund, on 22-32 maunds is	„ 16-66
The difference, therefore, in favor of direct despatch by rail to Raipur on 1,041-66 bags is	R18-98
1,041-66 bags, or 520-83 double E bags, contain at 224 lbs. wheat per double bag	lbs. 116,665-92
on which there is, therefore, on account of the saving by direct despatch by rail, a relief of R18-98; or per bushel of 62 lbs. of	pie 1-426

C

A TWILLS.

The freight by sea to Bombay on 50 cub. ft. (750 bags), or 24-09 maunds, is, as per Statement A	R 10-00
or per ton weight of maunds 27-27 (2,240 lbs. at $82\frac{1}{2}$ lbs. per maund)	R 11-32
Add—	
Carriage by rail from Bombay to Raipur, say on 711 miles, at $\frac{1}{4}$ pie per mile per maund, on maunds 27-27	„ 25-24
Total freight from Calcutta to Bombay by sea and from Bombay to Raipur by rail	R 36-56
The railway freight from Howrah to Raipur direct, say on 574 miles, at $\frac{1}{4}$ pie per mile per maund, on maunds 27-27, is	„ 20-38
The difference, therefore, in favor of direct despatch by rail to Raipur is per ton of 27-27 maunds	R 16-18
or on 20,000 tons	R 3,23,600

D

E BAGS.

The freight by sea to Bombay on 50 cub. ft. (1,041-66 bags), or maunds 22-32, is, as per Statement B	R 10-00
or per ton weight of maunds 27-27 (2,240 lbs. @ $82\frac{1}{2}$ lbs. per maund)	R 12-22
Add—	
Carriage by rail from Bombay to Raipur, say on 711 miles, @ $\frac{1}{4}$ pie per mile per maund, on maunds 27-27	„ 25-24
Total freight from Calcutta to Bombay by sea and thence by rail to Raipur	R 37-46
The railway freight from Howrah to Raipur direct, say on 574 miles, @ $\frac{1}{4}$ pie per mile per maund, on maunds 27-27 is	„ 20-38
The difference, therefore, in favor of direct despatch by rail to Raipur is per ton of 27-27 maunds	R 17-08
or on 20,000 tons	R 3,41,600

GOVERNMENT OF INDIA.
LEGISLATIVE DEPARTMENT.

ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR
GENERAL OF INDIA, ASSEMBLED FOR THE PURPOSE OF MAKING
LAWS AND REGULATIONS UNDER THE PROVISIONS OF
THE ACT OF PARLIAMENT 24 & 25 VIC., CAP. 87.

The Council met at Government House on Friday, the 6th February, 1885.

PRESENT:

His Excellency the Viceroy and Governor General of India, K.P., G.C.B.,
G.C.M.G., P.C., G.M.S.I., G.M.I.E., *presiding*.
His Honour the Lieutenant-Governor of Bengal, K.C.S.I., C.I.E.
His Excellency the Commander-in-Chief, G.C.B., C.I.E.
The Hon'ble J. Gibbs, C.S.I., C.I.E.
Lieutenant-General the Hon'ble T. F. Wilson, C.B., C.I.E.
The Hon'ble C. P. Ilbert, C.I.E.
The Hon'ble Sir S. C. Bayley, K.C.S.I., C.I.E.
The Hon'ble T. C. Hope, C.S.I., C.I.E.
The Hon'ble Sir A. Colvin, K.C.M.G., C.I.E.
The Hon'ble J. W. Quinton.
The Hon'ble Amír Ali.
The Hon'ble W. W. Hunter, LL.D., C.S.I., C.I.E.
The Hon'ble H. J. Reynolds.
The Hon'ble Rao Saheb Vishvanath Narayan Mandlik, C.S.I.
The Hon'ble Peári Mohan Mukerji.
The Hon'ble H. St.A. Goodrich.

INDIAN PORTS ACT, 1875, AMENDMENT BILL.

The Hon'ble MR. ILBERT moved that the Report of the Select Committee on the Bill to amend the Indian Ports Act, 1875, be taken into consideration. He said:—

“This Bill originally consisted of a single section, the effect of which was to authorise payment to port-officers of pensions out of the port-fund. We have slightly amended this section so as to meet the case of an officer who has earned his pension partly from the port and partly from service elsewhere, and we have added sections amending the Ports Act in one or two other particulars. We have removed a technical difficulty about the publication of certain orders under the Act. We have enabled the port-authorities to dispense with the levy of separate hospital-dues, and, instead of levying them, to contribute money from the port-fund-account for the support of hospitals for seamen or for providing sanitary superintendence and medical aid for the shipping and seamen belonging to ships in port. This amendment was suggested by the Bombay Government, and has received the approval of Calcutta and Rangoon. I understand that at Madras no separate hospital port-dues are levied, and consequently no change in the law is required there. Lastly, we have raised the maximum which is at present fixed by law for port-dues levied in the Cuttack ports. We have done this at the request of the Bengal Government, who represented that the present port-dues are not sufficient to meet the expenses of the port-establishments. It will be understood that the Bill does not of itself raise the dues leviable in the Cuttack ports, but it enables the Bengal Government to raise them if it finds it necessary to do so.”

The Hon'ble MR. REYNOLDS said:—“I wish to say a few words as to section 5 of the Bill, because the Bengal Chamber of Commerce, in a letter addressed in August last to the Local Government, expressed itself as not altogether satisfied with the proposal to increase the port-dues in the Cuttack

ports in the manner authorized by the Bill, and any representation from the Bengal Chamber of Commerce always receives the fullest consideration at the hands of His Honour the Lieutenant-Governor. The letter of the Chamber was not altogether opposed to some increase of the port-dues, but it objected to so large an increase as the Bill proposes, and it suggested that it might perhaps be possible to balance the receipts and charges by effecting some reduction in the expenditure. The present rate, which is six annas per hundred maunds, may be taken as about equivalent to one anna and eight pies per ton, and under the Bill it is proposed to give power to raise the rate to four annas per ton. That is, no doubt, a considerable increase, but it is the same rate as is levied at other ports, and I may observe that it is a maximum rate, and it does not follow that the maximum amount will be levied; indeed, I may say that it is not the intention of the Government to use the full power conferred by the Bill unless it is found absolutely necessary to do so. The Government has very carefully considered the possibility of reducing the charges instead of raising the receipts, but enquiry has shown that the present charges will not admit of reduction, and it does not seem reasonable that the provincial revenues should be laid under contribution, year after year, to meet a continually recurring deficit on account of the Balasore ports.

The Motion was put and agreed to.

The Hon'ble Mr. ILBERT moved that the Bill, as amended, be passed.

The Motion was put and agreed to.

ACT XXII OF 1881 AMENDMENT BILL.

The Hon'ble Mr. QUINTON moved that the Report of the Select Committee on the Bill to amend Act XXII of 1881 be taken into consideration. He said :—

“The Select Committee has had before it reports from all the Local Governments to whose territories this Bill, if passed into law, will extend, and has duly considered the suggestions received from those different sources.

“The alterations made, in consequence, in the Bill as introduced, which I shall now briefly explain for the information of Council, are not numerous.

“In British Burma there is a local collector of revenue styled a Thugyi. These men give much assistance to District-officers in administrative affairs generally, and more especially in all matters connected with the suppression of crime.

“They can, under the present law, be appointed Excise-officers by the Collector of the district; but as they are not in receipt of the monthly salary prescribed by sections 28 and 29 of Act XXII of 1881 it may be held that they cannot exercise the powers of arrest and search referred to in those sections. Their remuneration is paid in the shape of a percentage on their collections, and these percentages range from Rs. 1,000 to Rs. 2,000 per annum; so that, if the amount of remuneration be accepted as a criterion of respectability, they are much superior in that respect to officers drawing Rs. 10 per mensem.

“The Chief Commissioner considers it desirable that when appointed Excise-officers they should exercise the powers described in sections 28 and 29 of the Excise Act, and with this object we have altered the wording of the sections as provided in sections 1 and 2 of the Bill.

“We have also, by section 2 of the Bill, made an addition to section 29 to provide for the case, which it is proposed to legalise, of the Excise-officer who makes the search being a Police-officer. It is obviously superfluous to require that a second Police-officer of the prescribed grade should be present at the search in such cases.

“Section 3 of the Bill embodies the provisions of the Bill as introduced with the following modifications :—

"The power of stopping and detaining persons carrying illicit drugs and liquors may, we believe, be safely and with advantage conferred on all Police-officers. This was the law in force until 1881; it is the view of the existing law which has until lately been acted on in all provinces; and it is in accordance with the powers exercised by constables in all cognisable criminal cases, however petty. We have drawn section 34A so as to effect this object.

"The more important powers of arrest and search described in sections 28 and 29 we have restricted as proposed in the Bill, with the addition of officers in charge of police-stations and sergeants. The former class of officers has been added, at the request of the Burma Administration, to cover cases where first class constables may be left in charge of police-stations, and the latter to make the nomenclature of the Bill correspond with that of the Panjáb police-force. Officers known elsewhere as head-constables are there styled sergeants.

"The Government of the North-Western Provinces and Oudh brought to our notice that the word 'complaint', used in section 47 of the Excise Act, might be held to mean a complaint as technically defined in the Code of Criminal Procedure, and to exclude the report of an Excise-officer such as is prescribed in section 32 of the Act. In order that there may remain no doubt on this point, we have re-drafted section 47 of the Excise Act in the manner provided by section 4 of the Bill."

The Motion was put and agreed to.

The Hon'ble MR. QUINTON also moved that the Bill, as amended, be passed.

The Motion was put and agreed to.

The Council adjourned to Friday, the 13th February, 1895.

R. J. CROSTHWAITE,

*Offy. Secy. to the Govt. of India,
Legislative Department.*

FORT WILLIAM; }
The 13th February, 1895. }

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR
THE WEEK ENDING THE 11th FEBRUARY 1886.

GENERAL REMARKS.—Rain has fallen generally throughout the Punjab, Bengal and Assam, in Sind, and in two or three districts in the North-Western Provinces and Oudh. In British Burmah there has been rain in several places.

In Madras agricultural prospects are still bad in Bellary and Anantapur. Elsewhere in the Presidency the crops are in fair condition, but the outturn of the harvest is generally below the average. In Mysore prospects are fair, but more rain is wanted for the crops in the Kolar and Tumkur districts. There is no change in the situation in Coorg.

In Bombay the *rabi* is being reaped in parts of Ahmednagar, Sholapur, Belgaum, and Kaladgi, and the standing crops are generally in good condition. In the Bernre, the Nizam's territories, the Central India and Rajputana States agricultural prospects continue satisfactory.

In the North-Western Provinces and Oudh, the Punjab, and the Central Provinces prospects remain unchanged.

The prospects of the *rabi* are generally favourable in Bengal, though in some districts damage has been done by insects. Reaping of mustard and pressing of sugarcane continue.

In Assam ploughing for *aus* cultivation is in progress and the mustard crop is being gathered in two districts.

Cholera is abating in the Tanjore and Madura districts, but is increasing in Coimbatore. Small-pox is prevalent in several Provinces. Otherwise the public health is generally good.

Prices are fluctuating in the Punjab, elsewhere they are generally stationary.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Madras—(Feb. 11th)		
Bellary	Nil	Standing crops, dry crops generally and wet crops in parts, withering from want of rain; harvest dry grains and pulses, yield below average; smallpox exists.
Kurnool	"	Standing crops good except in one division and in parts of three taluks where they are withering from want of rain; harvest, <i>cholera</i> and pulses, outturn below average; smallpox and cattle-disease in two taluks.
Ganjam	"	Cholera slight, smallpox, fever, and cattle-disease prevalent.
Kistna	"	Standing crops good, river 5 ft. over anicut; fever and smallpox exist; 19 deaths from cholera.
Chingleput (Madras)	"	Standing crops in parts of 3 taluks affected by insects; harvest paddy, outturn below half the average; smallpox and cattle-disease exist; cholera prevalent, 24 deaths.
Coimbatore	"	Standing crops, wet good, dry fair in 2 taluks, elsewhere failing; harvest wet and dry grains, outturn wet about average, dry below average; fever exists; cholera again increasing, 359 deaths.
Tanjore	"	Rivers 1 to 3 feet; standing crops generally good; harvest wet and dry crops, outturn below average; cholera abating, 280 deaths.
Madura	"	Fever prevalent; cholera abating, 57 deaths.
Malabar	"	Harvest of second crop paddy nearly over, operations for third rice crop commenced in 2 taluks; fever exists, smallpox, and cattle-disease slight; 76 deaths from cholera.
Travancore	"	Harvest second crop paddy almost over; yield good; smallpox exists; cholera prevalent; 7 deaths at Trevandrum.
Bombay—(Feb. 11th)		
Karachi	In Karachi '04; average of 11 other stations '13.	General Remarks.—General prospects fair except in parts of Bellary and Anantapur. River at Kotri on 7th, 6 feet 4 inches against 3 feet 11 inches on same date last year; fever in 11 talukas; cattle-disease in 1 taluka; loss of 111 buffaloes, 85 cows and bullocks, sheep and goats; cholera cases during the week, in Sakro 32 cases, 16 deaths; in Ghorabari 17 cases, 3 deaths; in Jati 4 cases, 4 deaths; in Shahbunder 4 cases, no deaths; 1 fresh case of smallpox; 2 deaths in Karachi; disease in 32 villages in district; 46 fresh cases, 6 deaths, 41 remaining sick; prices of wheat, red rice, and <i>bajri</i> —in Karachi 26, 28, and 40, in Dadu 38, 32, and 44, in Tatta 28, 40, and 30, and in Bajawal 28, 44, and 42 lbs. per rupee respectively.
Hyderabad	35 in Shadadpur on 27th, 22 in Moro on 28th and 20 in Sakrand, on 26th January	<i>Rabi</i> crops injured in Moro and Nausharo by frost; and in Mirpur owing to water supply from Mithran canal being withheld; cotton damaged by frost in Tando, Alahyar, and Shahdulpur; river at Kotri on 7th, 6 feet 4 inches against 3 feet 11 inches on same date last year; fever in 5, smallpox in 3, measles in 1, and cattle-disease in 4 talukas; wheat 30, <i>jowari</i> 40, <i>bajri</i> 41, red rice 28, and white rice 20 lbs. per rupee.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bombay—contd.		
Ahmedabad	Nil	Cotton crops middling; other crops healthy; slight fever in Dholka; wheat 32 and <i>bajri</i> 34 lbs. per rupee.
Breach	"	Public health fair; cattle-disease continues in Dehgam; standing crops in good condition; prices, <i>bajri</i> 34 and rice 24 lbs. per British rupee.
Surat	"	Standing crops healthy; fever in Pardi, Bardali, and Mandvi talukas; <i>jowari</i> 39 and <i>ragi</i> 45 lbs. per rupee.
Nasik	"	<i>Rabi</i> crops generally good; slight injury to crops by mildew in Sinar, Niphad, Chardor, Yeola, Malegaon, and Peint; public health generally good; smallpox in parts of Malegaon; rare cases of cholera at Trimbak taluka, Nasik; wheat 37, <i>bajri</i> 37, and rice 21 lbs. per rupee.
Colaba (Bombay)	"	Average abnormal temperature 1° cool from 4th to 8th and 4° cool on 9th and 10th; vapour in air excessive on 4th and 5th and defective from 7th to 10th; abnormal wind northerly from 7th to 10th.
Poona	"	<i>Rabi</i> crops generally good; reaping progressing in Khed; small insects and frost have slightly injured crops in Junnar, Purandhar, Maval, and Haveli talukas; cattle-disease in a few villages in Khed; slight smallpox in a village in Purandhar; 20 cases of cholera in Junnar taluka, 11 fatal; <i>bajri</i> 34 and <i>jowari</i> 39; in Poona <i>bajri</i> 30 and <i>jowari</i> 35 lbs. per rupee.
Ahmednagar	"	Harvesting of <i>rabi</i> in progress; wheat and <i>jowari</i> damaged in some places; public health good; <i>jowari</i> 40 to 45 and <i>bajri</i> 35 to 45 lbs. per rupee.
Sholapur	"	Harvesting of <i>rabi</i> crops commenced in Sholapur, Marmala, and Sangola talukas; <i>jowari</i> 49 lbs. 23 tolas and <i>bajri</i> 38 lbs. 33 tolas per rupee.
Murwar	"	Harvesting of wheat in progress, that of gram commenced; exotic cotton blighted in some villages of 3 talukas; scarcity of fodder in Navalgund, Mindargi and Karajgi; that of drinking water in Nargund, Bankapur, and Hangal; rice 23 to 32 and <i>jowari</i> 39 to 56 lbs. per rupee; public health good.
Kanara	"	Common rice in Karwar and district average 14 seers per rupee; sugarcane thriving in all talukas; fever in Honore, Bhatkal, Siddapur, and Yellapur; smallpox at Kumta, Sirsi, Haliyal, and Mundgod, 8 deaths at Kumta and 1 at Sirsi; cattle-disease at Supa; water-supply good in Ghat talukas; weather fair.
Rajkot	"	General health good; smallpox among cattle continues in Dedaa; <i>bajri</i> 34 and <i>jowari</i> 64 lbs. per rupee.
		General Remarks. — <i>Rabi</i> harvest in progress in parts of Ahmednagar, Sholapur, Belgaum and Khatgi; standing crops injured by frost in parts of Hyderabad, by mildew in parts of Nasik, by rust and blight in parts of Shikarpur, and by insects in parts of Poona and Ratnagiri; scarcity of fodder and drinking water continues in several talukas of the Southern Mahratta Country districts; cholera in parts of 6 districts, smallpox and cattle-disease in parts of 10, and fever in parts of 13 districts.
Bengal—(Feb. 11th)		
Chittagong	76	Weather rainy; winter crops are promising well; prices of food grains stationary; sporadic cases of cholera prevail throughout the district.
Dacca	77	Prospects of crops good; mustard is being gathered; ploughing and sowing operations for early paddy are going on; the rain has done much good to standing crops; there are a good many cases of smallpox in the district, otherwise public health good.
24 Pargannas		Prospects of crops continue satisfactory and the yield is estimated above the average; some damage done to <i>rabi</i> crops owing to the continuous rain; harvesting of <i>amun</i> paddy is nearly finished; price of common rice varies from 15 to 18 seers per rupee; public health generally good, though a few cases of cholera are reported from Mathurapur police station.
Mooredabad	81	Weather cold in the early part of the week, but now warm and mild again, a good shower of rain fell on the 6th instant in some thanas; prospects of <i>rabi</i> crops excellent in some places, elsewhere fair; the rain will do good; sugarcane is being pressed in the Kandi and Jungipore sub-divisions with a good outturn; rice is selling at from 14 to 17 seers per rupee; public health generally excellent.
Bardwan	Rainfall slight	The outturn of <i>amun</i> paddy in thana Poorbathali has been slightly better than expected; prospects of <i>rabi</i> crops good; price of rice has risen slightly; public health generally good.
Rangpore	94	The rain has greatly benefited standing crops; prices of food-grains stationary; public health good.
Bangalore	98	Prospects of crops good; price of rice stationary; public health good.
Parasah	94	Prospects of winter crops good; more rain is wanted for wheat; mustard nearly all reaped; some tobacco is being harvested; ploughing has commenced for early paddy; common rice is 16 seers per rupee; public health fairly good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bengal—contd.		
Dacca	Nil	Weather cloudy; reaping of <i>rabi</i> crops is pushed on; insects continue to do injury to the crops; opium is being collected; public health good.
Durbhanga	"	Prospects of <i>rabi</i> and poppy crops continue favourable; mustard is being reaped with good outturn; prices stationary; public health generally good.
Hazaribagh	"	Weather cold and latterly cloudy; prospects of standing crops continue good; lancing of poppy is in progress in about half the crop, and the other half is in flower; collection of opium has commenced; smallpox still reported from the interior, otherwise general health good.
Cuttack	93	Weather cloudy at times; reaping of <i>sarad</i> nearly completed; <i>dalia</i> and wheat are growing well; price of rice stationary; cases of cholera are reported, otherwise public health good.
Midnapore	78	Weather cool; heavy rain fell in the interior; prospects of crops good; sporadic cases of cholera are still reported.
Khulna	86	Weather unsettled; <i>amun</i> paddy almost stored, outturn good; prospects of standing crops favourable; lands are being prepared for <i>aus</i> crops; prices of food-grains stationary; public health good.
Dinapore	93	Weather cool; prospects of winter crops good; prices of food-grains stationary; a few cases of cholera are reported from south of the district, otherwise public health good.
Pubna (Serajgunge)	28	Weather cloudy; standing crops are promising; price of rice stationary; public health good.
Gya	95	Weather cloudy and cool; <i>rabi</i> crops have somewhat been damaged by insects; sugarcane is being planted in Nowada; prices of food-grains almost stationary; irrigation from wells; rivers nearly all dry; a few cases of fever and smallpox are reported; health of cattle good; 700 and 37 persons are on road and relief-works respectively; prospects of poppy crop not favourable.
Champaran	Nil	Prospects of <i>rabi</i> and poppy crops good; prices of food-grains stationary; public health fair.
Shahabad		Weather continuously cloudy, with rain at intervals; blight general but mild; considerable damage to poppy crop is apprehended.
Muzafferpore		State of poppy crop generally good; but some blight has appeared.
Baran		Weather cloudy and muggy; blight has not increased; lancing of poppy has commenced; condition of the poppy crop generally continues favourable still.
Monghyr		Prospects of poppy crop continue favourable, and collection of opium has commenced throughout the district.
N.-W. Provinces and Oudh—(Feb. 12th)		General Remarks. —There has been rain in almost every district of the Province. It has generally benefited the <i>rabi</i> crops and facilitated the ploughing of lands for <i>aus</i> crops; potatoes have been injured in places where the rain was heavy; reaping of mustard and pressing of sugarcane are going on, and in some places the latter crop is being planted; prospects of <i>rabi</i> crops generally favourable, but in a few districts they are being damaged by insects; price of rice almost stationary; general health good, though cholera and smallpox prevail.
Benares (Feb. 10th)	No rain	Weather colder; grain has formed in barley, wheat, &c.; peas cut, outturn average; opium doing well; bazars well supplied; prices of wheat, barley, and gram falling; no sickness of men or cattle.
Gorakhpur (" 9th)	Slight rain in the north.	Weather variable; crops excellent; poppy in flower; trade dull; health good.
Fyzabad (" 10th)	No rain during the week.	Prospect of <i>rabi</i> and opium crops good; public health and condition of cattle good.
Lucknow (" 9th)	No rain	Weather often cloudy; blight is spreading in wheat and <i>sarson</i> crops on account of east wind and cloudy weather; poppy crops healthy and irrigation continues; supplies in markets sufficient; prices steady; slight cattle-disease in tahsil Lucknow; health of people good.
Bai Barilli (" ")	No rain fell during the week.	Weather cloudy at times; state of crops good; supplies abundant; prices steady; general health good.
Partabgarh (" 10th)	No rain	Weather still cloudy; mildew has appeared in many places; <i>rabi</i> and poppy crops are doing well; opium-extracting operations have fairly progressed; prices almost stationary; general health good.
Aliahabad (" ")	No rain	Sky cloudy; the cloudy weather has been temporarily unfavourable to the crops; no marked change in prices; health good.
Cawnpore (" 9th)	No rain	Weather cloudy off and on; crops slightly injured by insects; sowing of extra crops has commenced; poppy plants strong and healthy, but in some places the plants have been injured by caterpillars; prices steady; health of people and cattle good.
Banda (" 10th)	No rain	Weather now clear and bright; wheat in low lands of parganas Banda and Pailanee have suffered to some extent from smut owing to cloudy weather of last week; prices stationary.
Pallia (" 9th)	Some slight showers	Weather cloudy; <i>rabi</i> prospects continue favourable; markets well supplied; health of people and cattle good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
N.-W. P. & Oudh <i>contd</i>		
Farakabad (Feb. 10th)	No rain	Wind variable; crops not much damaged by late hailstorm; poppy substantially improved; condition of people generally good.
Sitapur . (" ")	No rain	Occasional clouds during week; wind variable; prospects favourable; condition of poppy crops satisfactory.
Bareilly . (" 9th)	No rain	Crops good everywhere; no sickness of people or cattle.
Kanoun . (" ")	Some rain	Weather fair; crops doing very well; prices stationary; cattle disease continue; no reports about smallpox; few cases of fever; general health good.
Agra . (" 10th)	No rain	Hail in two parganas last week; wheat gram and <i>caroon</i> suffering from blight; irrigation going on; prices steady; health good.
Jhansi . (" ")	No rain but a slight fall of hail in Jhansi and Nian parganas.	Weather cloudy; <i>rabi</i> and poppy crops doing well; no damage to crops; markets well supplied; prices fair; health of people and cattle good.
Meerut . (" 9th)	No rain	Weather now clear and cold; prospects of <i>rabi</i> excellent; supplies sufficient; prices easy; health good.
Punjab— (Feb. 11th)		General Remarks. —Blight and mildew present in some districts; prospects generally good; markets well supplied; prices easy; public health good.
Delhi	Nil	Health fair; <i>rabi</i> crops promising; prices slightly falling.
Hissar	"	Health fair; <i>rabi</i> prospects good; prices falling.
Unbulla	No rain	Health and prospects good; <i>rabi</i> crops flourishing; prices stationary.
Jullundur	20	Health and prospects of coming crops good; prices stationary.
Amritsar	40	Health and crop prospects good; prices almost stationary.
Sialkot	60	Crop prospects good; prices stationary.
Ferozepore	20 at Moza; 10 at Zira	Health and state of crops good; prices rising.
Lahore	20	Health good; state of crops fair; prices stationary.
Rawalpindi	80	Health good; <i>rabi</i> prospects good in 6 tahsils; crops in Rawalpindi tahsil threatened with blight owing to heavy rains; prices almost stationary.
Mooltan	Drizzling rain with slight hail at Saur.	Health and crop prospects good; prices almost stationary.
Shahpur	Rain throughout the district.	Health good; prices stationary.
Dera Ismail Khan .	No rain	Health and prospects good.
Peshawar	40	Health and <i>rabi</i> prospects good; prices falling.
Central Provinces— (Feb. 11th)		General Remarks. —Health and crop prospects good; crops in Rawalpindi tahsils threatened with blight owing to excessive rain; prices falling in the Hissar, Delhi, and Peshawar districts, rising in Ferozepore, and stationary in the remaining districts of the province.
Nagpur	Nil	Weather clear; prospects good; <i>rabi</i> being harvested; smallpox prevalent; cattle-disease in places; prices stationary.
Jubbulpore	"	Weather cloudy and unsettled; <i>rabi</i> crops in ear and thriving; prospects and health good; prices stationary.
Saugor (Feb. 10th)	"	Weather cloudy; mildew has appeared on wheat owing to excessive clouds, otherwise crops favourable; health good; prices easy.
Seoni	"	Weather occasionally cloudy; <i>rabi</i> flourishing; reaping measure commenced; cattle-disease continues; slight smallpox; prices steady.
Hushangabad	"	Weather reasonable; prospects fair; pulses being harvested; 2 fatal cases of cholera; fever slightly prevalent; prices stationary.
Khandwa	"	Mornings and nights cool, days warm; <i>rabi</i> prospects good; health good; prices stationary.
Raipur	"	Weather occasionally cloudy; wheat and gram flourishing; linseed reaping commenced; pulses almost harvested; peas damaged by cloudy weather; cattle-disease abating; prices stationary.
Sambalpur (Feb. 7th)	"	Weather cloudy and warm; prospects favourable; cholera in different parts of district; prices stationary.
British Burma— (Feb. 11th)		General Remarks. —There has been no more rain, but it is still cloudy in some districts; prospects continue favourable; prices are generally stationary; slight cholera and smallpox in places.
Akyab (Feb. 7th)	Nil	Public health and health of cattle good; threshing nearly over.
Bassein (" ")	0.59	Four deaths from smallpox in district, otherwise public health good; cattle-disease declining except in Kyaukphyo township, where 36 deaths occurred.
Rangoon (" ")	0.17	Public health good.
Amherst (" ")	Nil	Public health good.
Monimma	"	Public health good; harvest nearly closed.
Tavoy (" ")	"	Public health and health of cattle good.
Paga (" ")	0.30	A few cases of smallpox in town; 6 cases of cholera in district.
Henzada (" ")	Nil	Slight cholera in town, in district sporadic only; cattle healthy; fever abating.
Prome (" ")	"	Public health good.
Toungoo (" ")	0.17	

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
British Burma—contd. Thayetmayo (Feb 7th)	<i>Nil</i>	Six cases of smallpox in town, otherwise public health good. <i>General Remarks.</i> —Slight smallpox in Bassein, Henzada, Thayetmayo, and Mergui; slight cholera in Henzada, Thongwa, and Prineo, elsewhere public health good; slight cattle-disease in Bassein, elsewhere health of cattle good; rainfall in Rangoon, Thongwa, Bassein, Pegu, Toungoo, Tharrawaddy, Moulmein, Shwegyin, and Mergui from 0·7 to 1·70 inches, elsewhere no rainfall.
Assam— Gauhati (Feb. 11th)	·06 during the week ending 10th instant.	Weather cloudy; nights cool; mustard being gathered; lands being ploughed for <i>aus</i> cultivation; public health fair.
Sylhet	·16	State and prospects good; the late rain facilitated ploughing; public health fair.
Cachar	·14	Weather getting warm; reaping of mustard progresses; public health good; common rice 17½ seers per rupee.
Dibrugarh	·21	Weather seasonable; ploughing for early <i>am dhan</i> ; prospects of winter crops good; district healthy.
Mysore and Coorg— Bangalore (Feb. 11th)	<i>Nil</i>	In Kolar and Tumkur districts crops suffering from want of rain, otherwise prospects fair; public health generally good; prices continue to rise.
Marcara	"	Threshing rice and picking coffee nearly completed; market for coffee and cardamoms dull; prices of food grains stationary.
Berar & Hyderabad— Amroiti (Feb. 12th)	<i>Nil</i>	Weather clear; prospects of <i>rabi</i> crop favourable; cotton-picking and <i>jowari</i> -threshing continue; wheat 22, <i>jowari</i> 26 seers per rupee.
Akola	"	<i>Rabi</i> prospects good; threshing of <i>kharif</i> crops almost completed.
Central India States— Indore (Feb. 11th)	<i>Nil</i>	Weather cloudy but much colder; prospects of crops and health good; prices steady.
Morar (Gwalior)	"	Health and prospects good; weather seasonable.
Batna	"	Health and prospects good.
Neemuch	"	Crops doing well; weather cold; health good.
Gonda	"	Weather very cold; health and prospects good.
Agar	"	Opium and wheat prospects good; health good.
Sehore	"	Weather fair; opium and other crops good; health good.
Nowgong	"	<i>Rabi</i> prospects favourable; prices steady; health good.
Manpur (Bhopawar)	"	Prospects good; opium crops are doing well; health good.
Rajputana— Abu (Feb. 11th)	<i>Nil</i>	Weather cold and windy.
Sirohi (" 8th)	"	Weather fine, health and prospects good; tanks dry.
Marwar (" 6th)	"	Weather cloudy; health and prospects good; prices steady.
Harouti (" 9th)	·01 Shahpura	Weather windy and cold; health and crops good.
Jhalawar (" 6th)	<i>Nil</i>	Health and prospects good; weather changeable.
Ajmere (" 10th)	"	Prospects excellent; weather still continues cold; health good.
Udaipur (" ")	"	Health and crop prospects good; weather cloudy.

T. W. HOLDERNESS,
Offg. Secy. to the Govt. of India.

GOVERNMENT OF INDIA

ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR
GENERAL OF INDIA, ASSEMBLED FOR THE PURPOSE OF MAKING
LAWS AND REGULATIONS UNDER THE PROVISIONS OF
THE ACT OF PARLIAMENT 24 & 25 VIC., CAP. 67.

The Council met at Government House on Friday, the 13th February, 1885.

PRESENT:

His Excellency the Viceroy and Governor General of India, K.P., G.C.B.,
G.C.M.G., P.C., G.M.S.I., G.M.I.E., *presiding*.
His Excellency the Commander-in-Chief, G.C.B., C.I.E.
The Hon'ble J. Gibbs, C.S.I., C.I.E.
Lieutenant-General the Hon'ble T. F. Wilson, C.B., C.I.E.
The Hon'ble C. P. Ilbert, C.I.E.
The Hon'ble Sir S. C. Bayley, K.C.S.I., C.I.E.
The Hon'ble T. C. Hope, C.S.I., C.I.E.
The Hon'ble Sir A. Colvin, K.C.M.G., C.I.E.
The Hon'ble Mahārāja Luchmessur Singh, Bahádur, of Durbhunga.
The Hon'ble J. W. Quinton.
The Hon'ble T. M. Gibbon, C.I.E.
The Hon'ble Amír Ali.
The Hon'ble W. W. Hunter, LL.D., C.S.I., C.I.E.
The Hon'ble H. J. Reynolds.
The Hon'ble Rao Saheb Vishvanath Narayan Mandlik, C.S.I.
The Hon'ble Peári Mohan Mukerji.
The Hon'ble H. St.A. Goodrich.

BENGAL TENANCY BILL.

The Hon'ble SIR STEUART BAYLEY presented the further Report of the Select Committee on the Bill to amend and consolidate certain enactments relating to the Law of Landlord and Tenant within the territories under the administration of the Lieutenant-Governor of Bengal. He said:—

“The Report and the minutes of various members of the Committee expressing their opinions on special portions of the Bill will be published as a supplement to the Gazette. There being no Motion before the Council, I am precluded by the rules from making any remarks on this occasion; only with Your Lordship's permission I wish to inform honourable members that I propose this day fortnight to move that the Report be taken into consideration, and I will ask the attention of members of the Council to Rule 28, which says that all amendments should be in the Secretary's hands three days before the Motion is made.”

The Council adjourned to Friday, the 20th February, 1885.

FORT WILLIAM;
The 13th February, 1885.

R. J. CROSTHWAITE,

*Offg. Secretary to the Government of India,
Legislative Department.*

Printed & published for the GOVT. OF INDIA at the Office of SUDT. GOVT. PRINTING, 105, Dhurrumtollah Street, Calcutta.



SUPPLEMENT TO
The Gazette of India.

N^o 8. { CALCUTTA, SATURDAY, FEBRUARY 21, 1885.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of six Rupees per annum if delivered in Calcutta, or nine Rupees if sent by Post.

No Official Orders or Notifications, the publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the only of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

MEASURES FOR THE COMFORT AND CONVENIENCE OF NATIVE PASSENGERS.

Circular No. 2 R., dated Fort William, the 31st January 1885.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Extracts from the Proceedings of the Railway Conference which assembled in September 1882.

Government of India, Public Works Department Circular No. III Railway, dated the 1st March 1883, and enclosure.

Government of India, Public Works Department letter No. 799 R. T., dated the 17th July 1883.

Government of India, Public Works Department letter No. 870 R. T., dated the 7th August 1883.

Read also—

Note reviewing the reports regarding the provision of latrines in lower class carriages on Indian Railways.

Abstract of Reports showing the measures adopted for promoting the comfort and convenience of Native Passengers on Indian Railways.

RESOLUTION.—In publishing the above the Government of India desires to draw attention to the efforts which have been made by the various Railway Administrations, to promote the convenience of native passengers of the lower class, and to invite suggestions on the subject.

2. As regards the views expressed in connection with the provision of latrines in lower class carriages, the Government of India recognizes the difficulties attending the provision of such accommodation, but is anxious to meet, as far as possible, the not unreasonable complaints which have been

made by the public of the deficient conveniences in this respect provided on many railways.

3. From a perusal of the reports on the subject, it appears that the unsatisfactory result of the experiments made in this direction is partly attributable to the faulty design of the accommodation provided, which was in many cases unsuited to native habits. At the same time, no thoroughly satisfactory method of meeting the various difficulties has yet been suggested.

ORDER.—Ordered, that this Resolution and the papers read be communicated to the Local Governments, Administrations and Officers named in the margin for information, and that they be published for general information in the Supplement to the *Gazette of India*.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners, Central Provinces, Assam, and British Burma.
The Residents, Hyderabad and Mysore.
The Agents to the Governor General for Rajputana, Central India, and Biluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Guaranteed Railways.
The Accountant General, Public Works Department.

W. S. TREVOR, Colonel, R.E.,
Secretary.

Enclosure No. 1 to Railway Circular No. 2 of 1885.

ARRANGEMENTS FOR THE COMFORT AND CONVENIENCE OF THE LOWER CLASS PASSENGERS TRAVELLING BY RAIL.

78. The following remarks were laid before the Conference, and Notes* by the several Delegates put in.

* Printed below.

This subject has constantly been under consideration, and has received considerable attention from Railway Administrations; but much still remains to be done before the question can be said to have been completely and satisfactorily solved.

(1). At many of the larger stations the waiting sheds are open to the station-yards, and the lower class passengers can obtain shelter at whatever hour they may arrive.

This arrangement appears good, and might, with advantage, be made universal as far as practicable.

(2). Under the Railway Act of 1879, Railway Administrations are bound to exhibit at each station a time-table and tariff in one or more vernacular languages. These should

be fixed in a conspicuous place where they can be seen and studied before the tickets are purchased. It is believed that this is now generally done, but probably not to the full extent desirable. These vernacular tariffs should be put up in, say, half a dozen different places in every third class waiting shed. The ticket offices should be open for the sale of tickets a considerable time before the departure of trains; this time would naturally vary with the number of passengers to be booked, but should be based on most liberal considerations and regulated by stringent traffic orders. At all large stations where the passengers are numerous, the ticket offices should not only be open for a considerable time before departure of trains, but their number should be increased, so that the present crowding outside ticket windows might be done away with.

(3). In accordance with General Rule 14, the maximum number that each compartment will carry has to be exhibited both

Limit of numbers per carriage.

inside and outside in the vernacular language. It appears right that this number should vary at different seasons of the year,

more space being allowed in the hotter months. It is believed that steps in this direction are now taken on some lines, but the practice might be made more general, and perhaps still more space allowed than is customary, particularly in the case of long-distance passengers. Six passengers per lateral compartment would really pay, and we should hear of fewer deaths in trains if this number was the limit in the hot weather.

(4). It is very essential, in common humanity, that passengers should be able to obtain an ample and ready supply of drinking-water, especially in the hot season. As it is inconvenient to allow the native passengers to alight for this purpose at intermediate stations where the stoppage is short, a sufficient staff of water-carriers, both Hindu and Mussalman, should be ready to hand water to the passengers in the carriages. This staff is now generally provided, but in many cases in insufficient numbers to meet the demand for water during the stoppage of the train. Where the train stops a sufficient time at a station, passengers should be able to leave their carriages and supply themselves from stand-pipes on the platforms; this could easily be done if the compartments were not so crowded. The Punjab Northern Railway has provided these stand-pipes on many of their platforms.

(5). The practice as regards the locking of carriage doors differs on the various lines, and this question may well receive consideration. When both doors are locked, which should seldom be necessary, there should be a sufficient staff of ticket examiners to promptly unlock all the doors of the train when it halts for any time at a station, so that the passengers may have time to get out and purchase refreshments or attend to the calls of nature.

(6). The Military Department has specially asked for latrine accommodation in the third class carriages supplied to troop trains. The possibility of this being given, and then how it should be done, might be discussed in connection with the above remarks.

Sind, Punjab, and Delhi Railway.

Most of the arrangements detailed above have been in force on the Sind, Punjab, and Delhi Railway for years, and will be briefly noticed under the respective heads given.

(1). At all our first and second class stations (excepting Mooltan Cantonment), and at many of the third class stations, waiting sheds, halls or rooms are provided, and are open to the station-yards, to which access is obtained at any time. The third class booking offices are also in direct connection with these sheds, so that passengers can obtain their tickets without difficulty, and, as a rule, one hour before the train by which they are proceeding starts.

(2). Time-tables, fares, and goods tariffs are printed in English, Urdu, and Hindi, and are exhibited on the platforms, waiting sheds, outside verandahs, goods sheds, and also supplied gratis to all police thanas, court-houses, dak bungalows, hotels, &c., as also to the principal traders within a radius of 30 miles of each station. The intermediate and third class fares from each station are posted up at all stations, as also the current price list of sweetmeats and refreshments required by native passengers. This latter information is obtained periodically from the local district authorities.

Ticket offices at first and second class stations are kept always open, and at third and fourth class stations one or two hours before the train starts; or in a press of traffic the time is extended as traffic requirements demand.

When large fairs or religious gatherings, such as the Hardwar, Basakhi, Dewali, Chiragan, occur, ticket offices (somewhat similar to moveable sentry boxes) are scattered about the station-yard for the issue of third class tickets.

Return tickets are also granted, available for one month, to prevent the necessity of re-booking.

(3). Our rule is to carry 10 third class passengers in each lateral compartment in the cold season and 8 in the hot weather. This gives every accommodation which can reasonably be expected. The proposed limit to 6 in each compartment is, in my opinion, too low. The number in double-storied carriages and those without seats are also regulated according to the season.

The maximum number of passengers each carriage can carry is painted in the vernacular and English on the side of the carriage; but not the limit for the hot season. This might be done.

(4). At all stations Hindu watermen and Mahomedan bhisties are in regular attendance on all trains. The number is regulated by the traffic of each station. When a press of passengers occurs from any cause, extra men are employed to supply third class passengers with water according to requirements.

As our carriages are not locked, passengers can leave the train at any station to proceed to the latrines. No stand-pipes are provided on our platforms. If this was done, it would be a great improvement, and should remove any shadow of complaint that may now exist.

(5). Our carriages are left unlocked on both sides, so that passengers can leave the train at any station; and this they fully avail themselves of. But this step is often attended with considerable risk, danger, and sometimes accident.

Hindu and Mahomedan refreshment vendors attend trains at all stations, and walk along the platform to supply passengers with sweetmeats, &c., in the carriages.

Improved intermediate or upper class carriages to those at present in use are now under construction for native gentlemen and ladies.

DAVID ROSS,

Traffic Manager. S., P., and D. Railway.

SIMLA;

15th September 1882.

Remarks by the Delegate for the Eastern Bengal Railway.

(1). The existing arrangements on the Eastern Bengal Railway are understood to provide all that is considered necessary in this direction.

(2). The requirements of the Railway Act of 1879 are fully complied with on the Eastern Bengal Railway. The time-table and tariff printed in the vernacular of the district are exhibited in convenient places at all stations where they can be seen and studied by the public. Convenient arrangements are also made for the sale of tickets; and at the larger stations on special occasions the number of booking offices is increased in order to avoid crowding.

(3). On the Eastern Bengal Railway the number of passengers permitted to be carried in each compartment, or where there are no compartments in each vehicle, is exhibited both outside and inside in the vernacular. But on a short line like the Eastern Bengal Railway it has not been considered necessary to further limit the number permitted to be carried during the hot weather, the space allowed being considered ample for all seasons; and in regard to this it is understood the Government officers concur.

(4). The arrangements for the supply of water *en route* to passengers on the Eastern Bengal Railway has had much attention; and the Railway officers, it is believed,

have on all occasions readily complied with the wishes of the Government in this respect.

(5). The Orders of Government in respect to locking carriage doors are strictly complied with. Doors are locked on one side only, except when approaching terminal stations where tickets are collected, where it is necessary to lock both sides. At intermediate stations the doors on the platform side are always unlocked; and at stations where the train halts for any time to permit the purchase of refreshments, &c., passengers are, on the stoppage of the train, at once at liberty to get out.

(6). With regard to the provision of latrine accommodation in third class carriages, it is understood that the matter has had consideration, and that there are objections to the general provision of such accommodation of such a nature as to render it undesirable. The latrine accommodation at all stations on the railway has had much attention. The extent of the accommodation and the habits of the people have been duly considered, and it is believed are amply provided for. Care is devoted to the maintenance of cleanliness and to render the accommodation as little offensive as possible.

The carriage of troops on the Eastern Bengal Railway in large bodies is a rare occurrence; and it is believed that, should the necessity arise, special arrangements of a less objectionable nature could be made to meet the occasion than the provision of latrine accommodation in third class carriages.

Remarks by the Delegate of the Oudh and Rohilkhand Railway.

(1). Waiting sheds are all open to the station-yards; and lower class passengers can obtain shelter at whatever hour of the day or night they may arrive.

Close to some of the larger stations serais have been constructed by municipalities, where individuals and families can be accommodated in comfort during long halts; and this system should be extended.

(2). Time-tables and tariffs in English and two vernacular languages are fixed in the open waiting sheds above referred to.

Ticket windows are opened, and issue commences half an hour or an hour before trains are due to arrive.

(3). Every lower class carriage bears inside and outside a painted notice stating the maximum number of passengers which each compartment will carry.

From the 15th April to the 15th October the number of passengers allowed in a lower class compartment is reduced from 10 to 8.

(4). The supply of water to both Hindus and Mahomedans is good and sufficient. In the summer months the number of watermen is increased to meet the increased wants, and at changing stations, say 50 miles apart, ample time is given for passengers to alight and supply their own wants at good wells, &c., provided by the Railway Company.

(5). Doors are locked on one side only, in accordance with the orders of Government; never on both sides. At checking stations the number of ticket examiners and collectors is sufficient to perform their very necessary duties promptly, avoiding undue detentions to passengers.

(6). Latrines have as an experiment been supplied to certain carriages reserved for native females; and the effluvium from these carriages, although well and frequently cleaned, is very offensive, even after short service. Latrines in carriages give rise to many nuisances on the main line of railway, and more particularly on points and crossings, at entrances to stations, &c. Ample time is given every 50 miles for passengers to visit latrines provided at changing stations.

H. F. PAYNE.

Minute by the Delegate of the Madras Railway.

(1). On the Madras Railway waiting sheds have been provided at nearly all stations; trees have also been planted in station compounds, and shelter under both is much availed of by native passengers. Station-masters have strict orders to keep waiting sheds open to the public during all hours.

(2). Vernacular time-tables and fare lists are exhibited in the third class waiting sheds at all stations on the Madras Railway. At the principal stations the ticket windows are kept open all day long, and at other stations for not less than one hour before each train starts. This information is printed on the top of each window, and the orders regarding them are strictly enforced on Station-masters by Traffic and other officers.

(3). The number of passengers allowed to be placed in each compartment is shown as directed by the Government of India. In the Madras Presidency the heat is not so excessive as in the north of India; and being pretty much the same all the year round, this Company is not prepared to reduce the number during any portion of the year; the fares on this Railway being the lowest in India (two pies per mile only). The gradients also on the line being excessively heavy, the number of carriages on the trains is limited; and to carry out the present proposal would necessitate the running of extra trains, which, under the circumstances of the case, this Company consider they would not be justified in doing.

(4). The system of supplying water to passengers *en route* is carefully carried out on the Madras Railway. Very few, if any, complaints have been received on this point; and wherever it has seemed that more water-carriers were needed, they have been supplied.

(5). The doors of passenger carriages are only locked on one side, in accordance with the orders of the Government of India. The trains stop at stations for from three minutes to twenty or more; and every facility is given to passengers who wish to leave the carriages to attend to the calls of nature in the latrines which are most conveniently situated at all the stations. Platform refreshments are supplied by contractors, who attend all trains and offer their wares at the carriage windows.

(6). The Madras Railway do not consider it desirable to supply latrine accommodation in third class carriages. The experiment has been tried elsewhere and not found satisfactory.

ARTHUR M. SAUNDERS,

Agent and Manager, Madras Railway.

SIMLA;
16th September 1882.

South Indian Railway.

(1). With two exceptions (at Madura and Tanjore, for which plans and estimates will shortly be submitted to Government), waiting sheds open to the station-yards have been provided at the larger stations.

(2). A vernacular time-table and tariff is exhibited at each station. It is believed that all ticket offices are open for the sale of tickets in sufficient time to prevent inconvenience to travellers. In practice it is found that the bulk of passengers do not arrive at the stations more than half an hour before the advertised time of departure of trains.

(3). In the southern portion of the Madras Presidency the range of temperature during the year is not so great as it is in Central and Northern India. It has not been considered necessary, therefore, to vary the number of passengers to be carried in third class carriages.

(4). Men are employed at all stations to supply drinking-water to passengers in the trains. At the larger stations trains stop a sufficient time to enable passengers to leave the carriages and obtain water from the station supply.

Supply of water en route.

(5). Doors are not locked; they are secured by Italian or safety catches. Whenever a passenger wishes to alight at a platform, these catches are easily and quickly lifted by the porters.

Locking carriage doors.

WILLIAM S. BETTS,

Agent.

SIMLA;

15th September 1892.

Great Indian Peninsula Railway.

In reply to the remarks in the memorandum for the consideration of the Railway Conference printed above, which relate to the "Arrangements for the convenience and comfort of the lower class passengers," Mr. Conder states the following as to the Great Indian Peninsula Railway in regard to each of the points named, *viz.*—

(1). The practice of letting the public come into the waiting sheds whenever they arrive at the stations is carried out at the larger stations, and it is extended to as many of the stations as is found to be practicable.

Admission to waiting sheds.

(2). The time-tables are exhibited at all Great India Peninsula stations in English and in the vernacular.

Means of procuring tickets, &c.

The fares from the principal starting places—Bombay, Jubbulpur, &c.—are shown on those tables.

Separate printed lists showing the fares from each station to every other station are also put up in English at all stations. These separate lists will also be put up in the vernacular at the principal places.

The ticket offices are open for at least an hour before trains start at all places, and at all large stations they are open for two hours, or even longer. At places where there are many trains they are practically almost always open.

There is, however, not much good in this so far as the public are concerned, because it is found in practice that intending passengers do not often apply for tickets until shortly before the trains are to start.

(3). The number to be carried in each carriage is already put in English and in the vernacular, both inside and outside, on all third and fourth class carriages. If there are a few of these carriages on which it is not yet put, it is being added to them.

Limit of numbers per carriage.

The number authorized to be put in each third and fourth class carriage is 60, but the instructions are that in the hot weather only 40 are to be put in each, and also that at other times of the year not more than that number are to be put in if it can be avoided.

Most of the Great Indian Peninsula third and fourth class carriages are of the saloon pattern: but a proportion if not all new carriages and renewal of those classes will be of the pattern which have lateral compartments, and each compartment will be marked to carry ten; these, however, will (except upon emergency) carry only eight in the hot weather.

Supply of water en route.

(4). The Great Indian Peninsula Railway provide staff at the stations to supply water to passengers in trains.

These men are of different castes so as to meet the various classes of passengers.

- (5). The practice on the Great Indian Peninsula Railway is to lock the doors on one side only. The carriage doors are all fitted with a catch in addition to the door latch and the lock.
- Locking carriage doors.

There are sufficient ticket collectors and examiners and others to open doors at stations; and at stations where trains stop for more than five minutes, the doors are opened and passengers are allowed to alight.

Native refreshments are sold under authorized arrangements at most of the stations on the Great Indian Peninsula Railway.

- (6). Latrines cannot be provided in carriages of any class which have lateral compartments. Latrines are provided in second class carriages which are of the saloon pattern, and these carriages are supplied as much as possible for the conveyance in troop trains of invalids (not in invalid carriages) and women and children.
- Latrine accommodation in 3rd class carriages supplied in troop trains.

But the Great Indian Peninsula Railway have not enough second class carriages to provide them for all troops, and 3rd class have therefore been accepted by Government rather than incur the expense of increasing the number of second class carriages. The Great Indian Peninsula Railway Company put latrines in a considerable number of 3rd class carriages, but they were found to be so offensive and objectionable from the way in which they were used, or rather misused, that they became a complete nuisance, besides being a source of danger to health. It has therefore been determined, with the concurrence of the Consulting Engineer to Government, to abandon them, and to adopt almost, if not quite, exclusively carriages with lateral compartments. Troop trains halt at frequent intervals to allow troops to alight; and as practically invalids and women and children are conveyed in carriages which are fitted with latrines, and as latrines are provided at all stations for the public, it is thought that all reasonable requirements are met on that Railway, both for troops and the public.

East Indian Railway.

- (1). Waiting sheds are always open, except the entrance to the platform, and we are gradually extending the sheds both in number and dimensions.
- Admission to waiting sheds.

- (2). We are arranging to book the passengers in the sheds wherever practicable, and we open the booking windows so as to enable all passengers to obtain their tickets before the trains arrive.
- Means of procuring tickets.

- (3). Our carriages have been largely increased in width since the present limit per compartment was fixed, and I do not think there is any crowding which would render a reduced limit in hot weather needful. I will, however, look specially into the question and report to our Agent.
- Limit of numbers per carriage.

We punish severely any of our staff if a case of overcrowding is detected. I have frequently counted the numbers, but have never, during, say, the last four or five years, found more than ten in a compartment.

- (4). This is a point on which we think we excel. We put on extra men at all stations during the hot months of the year.
- Supply of water.

- (5). Doors are *never* locked on both sides of our carriages, and we increase the staff until we arrive at the release of all the passengers in the train in 3 to 3½ minutes.
- Locking carriage doors.

- (6). We have latrines at every station. In our new time-table we have provided halts for passengers, and if we find these halts to be insufficient, we will increase them in number and length as may be necessary.
- Latrine accommodation.

But to provide latrine accommodation in the trains, we should create a nuisance in the trains themselves, as no amount of water and disinfectants would prevent bad smells, whilst the permanent-way would be so far affected as to involve serious consequences as regards labor for keeping the permanent-way in order.

URBAN BROUGHTON.

Bombay, Baroda, and Central India Railway.

The Agent, Bombay, Baroda, and Central India Railway Company, read the following Extract from the Traffic Manager's Memorandum, dated Bombay, 21st August 1882, to the Agent:—

ARRANGEMENTS FOR COMFORT OF LOWER CLASS PASSENGERS.

This is an important matter and deserves attention.

We are very particular to have booking offices opened early, so that passengers may obtain their tickets with comfort, leisurely examine their change and avoid being hustled.

At our Bombay stations we open the booking offices at about 6 A. M., and don't close them until about 10 P. M., and passengers at any time within these hours can obtain tickets and gain access to the platforms. Our tickets have their fares printed on them in English and the vernacular.

We try to give passengers ample accommodation in the carriages, and generally succeed in doing so. Sometimes an unexpected number present themselves, but our carriages are rarely crowded.

We have plenty of water supplies on our platforms.

We only lock the carriage doors on the side farthest from the platform.

Enclosure No. 2 to Railway Circular No. 2 of 1885.

Circular No. III Railway, dated 1st March 1883.

From—The Government of India, P. W. Department,

To—The Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh; the Chief Commissioners of the Central Provinces and British Burma; the Resident at Hyderabad; the Agent to the Governor General for Central India; the Director General of Railways; and the Consulting Engineers to the Government of India for Guaranteed Railways.

With reference to the general arrangements for the comfort and convenience of lower class passengers travelling by rail, considered at the Railway Conference held at Simla in September 1882, I am directed to state that remarks by the Native Press regarding the absence of reserved accommodation for native females have attracted the attention of His Excellency the Governor General in Council, and on enquiry being made it appears that reserved accommodation is provided on the principal Railways in India as shown in the accompanying abstract statement.

2. Arrangements are now being made on several of the State Railways for the provision of an improved pattern of intermediate class carriages. These carriages will have retiring accommodation and reserved compartments, and will be available at a moderate rate for natives desirous of securing seclusion for their families; but His Excellency the Governor General in Council would be glad if somewhat similar arrangements could be generally provided.

3. The Government of India also desires that the attention of all Railway Administrations may be drawn to the desirability of reducing the maximum number of travellers in each compartment, especially during the hot weather, and generally of taking all reasonable steps to increase the comfort and convenience of native travellers.

Copy forwarded to the Government of the Punjab, the Chief Commissioner of Assam, and the Agents to the Governor General for Rajputana and Biluchistan.

Statement showing the measures adopted on the principal Railways in India towards providing reserved accommodation for native females.

Name of Railway.	Particulars.
Punjab Northern	One 3rd class carriage on all passenger trains is always reserved exclusively for native females. Some intermediate class carriages have recently been constructed in which upper class natives can travel with their families, canvas purdahs being provided which can be rolled up or lowered at pleasure.
Indus Valley and Kandahar.	A third class carriage is reserved on the passenger trains for the exclusive use of native female travellers.
Rajputana-Malwa	Third class carriages or compartments are specially reserved for native females on all passenger trains.
Sind, Punjab, and Delhi	Reserved accommodation for native females to the extent of one third class carriage is provided on all passenger trains.
Oudh and Rohilkhand	An entire lower class carriage is reserved for native females on all through trains, and a native female ticket collector is provided at checking and changing stations.
East Indian	A special third class compartment is reserved for native female travellers on all passenger trains carrying third class passengers.
Eastern Bengal	A third class compartment is reserved for native female travellers in each of the passenger trains.
Great Indian Peninsula	Third and fourth class carriages are reserved for native female passengers on the main line and local passenger trains.
Bombay, Baroda, and Central India.	Third class female passengers travel in carriages in the rear of the train next to the guard's brake and male passengers in the front of the train.
Bhavnagar-Gondal	On each train certain third class carriages are set apart for native female travellers.
Madras and South Indian	Compartments of third class carriages are reserved for female travellers in all passenger trains. These compartments are available for all female passengers, but practically they are used only by natives.

Enclosure No. 3 to Railway Circular No. 2 of 1885.

No. 799 R. T., dated 17th July 1883.

From—The Government of India, P. W. Dept.,

To—The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh; the Chief Commissioners of the Central Provinces and British Burma; the Resident at Hyderabad; the Agents to the Governor General for Rajputana and Central India; the Director General of Railways; and the Consulting Engineers to the Government of India for Guaranteed Railways.

With reference to Public Works Department Circular No. III Railway, dated 1st March 1883, indicating the measures which the Government of India considered desirable in view to increasing the comfort and convenience of native travellers on Indian Railways, I am directed to request that a report may be submitted at the end of this year showing what has been done towards meeting the wishes of the Government of India in this respect.

Enclosure No. 4 to Railway Circular No. 2 of 1885.

No. 870 R. T., dated 7th August 1883.

From—The Government of India, P. W. Dept.,

To—The Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh; the Chief Commissioners of the Central Provinces and British Burma; the Residents at Hyderabad and Mysore; the Agents to the Governor General for Rajputana and Central India; the Director General of Railways; and the Consulting Engineers to the Government of India for Guaranteed Railways.

In continuation of Public Works Department letter No. 799 R. T., dated 17th July 1883, in which it is requested that a report may be submitted at the

end of the year showing what steps have been taken in the direction indicated in Public Works Department Circular No. 111 Railway, dated 1st March 1883, for the promotion of the comfort and convenience of native travellers on Indian Railways, I am directed to offer the following further suggestions and remarks, and to request that the points referred to may be specially noticed when the report in question is submitted. It should be stated in this report what is the practice followed in each case, and how far the remedies suggested are considered practicable and desirable:—

I.—At present, as a rule, only those natives who have railway tickets are admitted on to the platform, and it has been represented that considerable inconvenience is caused by the custom generally in force, which prevents native gentlemen from being present on the platform to meet a friend or relative coming by the train, or to accompany him to it on his departure. The Government of India fully recognises the necessity of preventing the undue crowding of railway platforms, but it is thought that the grievance complained of might be, to a great extent, remedied, without inconvenience to railway working by the adoption at the principal stations of a system, lately introduced by the Sind, Punjab, and Delhi Railway Company at Lahore, of issuing platform tickets at a small charge, which might be fixed experimentally at one or two pice for each such ticket.

II.—It has been brought to the notice of the Government of India that notwithstanding the provisions of Rule 14 of the General Rules for Indian Railways, which prescribes the exhibition, both inside and outside of lower class carriages, of the maximum number of passengers that may be carried in each compartment, undue crowding of the compartments of such carriages frequently occurs; and it should be stated what are the limits in force during the different seasons for each class of accommodation, the minimum space per passenger being given. It should further be impressed on the station staff that the maximum numbers laid down by the Railway Administration are not to be exceeded.

III.—The Government of India has already indicated the measures considered desirable with a view to making the intermediate class accommodation more popular among the better class of natives, and in this connection I am to suggest for consideration that the tickets for this class might, at the principal stations, be sold at the same window as those for the second class, so that the intermediate class passengers may avoid the crowding and discomfort which necessarily occurs at the third class booking office.

IV.—The Government of India would be glad to hear the results of any experiments which have been made in the provision of latrine accommodation in third class carriages. It is true that latrines are provided at each station, but native passengers, not knowing how long the train will stop at a station, are often afraid to leave the carriage lest they should lose their train. I am to suggest that it would, to a certain extent, meet the difficulty if the duration of the halt at each station were called out, with the name of the station, on the arrival of the train.

V.—It appears that the notice required for the provision of reserved accommodation varies from 6 to 48 hours on the different lines. I am to enquire whether it would not be possible to reduce the time of such notice to, say, six hours at some of the larger stations where spare stock is kept, and 24 hours at other stations.

Enclosure No. 5 to Railway Circular No. 2 of 1885.

Note reviewing the reports regarding the provision of latrines in lower class carriages on Indian Railways.

In connection with the frequent complaints in the Native Press of the crowding and inconvenience suffered by native passengers on Indian Railways, the Government of India recognised the necessity of some improvement in

this respect, and desired that the subject of the treatment of native passengers of the lower classes be ventilated at the Railway Conference of September 1882. (See clause 78.)

2. In the notes recorded at the Conference by the several Railway Delegates—

The Oudh and Rohilkhand Railway said that latrines had, as an experiment, been supplied to certain carriages reserved for native females; and it was found that the effluvium from these carriages, although well and frequently cleaned, was very offensive. Latrines in carriages, it was said, give rise to nuisances, more particularly on points and crossings, at entrances to stations, &c.

The Great Indian Peninsula Railway had tried the experiment, but the carriages were found to become so offensive and objectionable as to be a complete nuisance and a source of danger to health. The practice was, with the concurrence of the Consulting Engineer to Government, abandoned.

The East Indian Railway objected to the measure as one which would create a nuisance in the trains themselves, as no amount of water and disinfectants would prevent bad smells; whilst the permanent-way would be so far affected, as to involve serious consequences regarding labour for keeping it in order.

The Eastern Bengal Railway and *the Madras Railway* objected to the measure as undesirable, adding that the experiment had been tried elsewhere with unsatisfactory results.

3. With reference to clause 78 of the Conference, and further remarks by the Native Press regarding the treatment of native passengers on Indian Railways, and with a view to eventually issuing a Resolution which should contain a summary of the measures adopted for promoting the convenience of native passengers, the following circular and letters were issued by the Government of India:—

Public Works Department Circular No. III Railway, dated 1st March 1883.

Public Works Department No. 799R.T., dated 17th July 1883.

Ditto ditto No. 870R.T., dated 7th August 1883.

Ditto ditto No. 1400R.T., dated 27th December 1883.

Ditto ditto No. 38R.T., dated 10th January 1884.

4. In its letter No. 870R.T. of the 7th August 1883, clause IV, the Government of India said it would be glad to hear the results of any experiments which have been made in the provision of latrine accommodation in third class carriages; and added that, although it is true that latrines are provided at each station, native passengers, not knowing how long the train will stop at a station, are often afraid to leave the carriage lest they should lose their train.

And in the two subsequent letters, quoted above, it was asked—

(1).—What proportion of each class of passenger vehicles on each line is fitted with retiring accommodation.

(2).—What is the exact nature of the retiring accommodation provided in each class of passenger vehicles on each line.

5. The replies from the several Railway Administrations on the subject of the treatment of third class passengers have been received, and the statement at the end of this Note contains their views regarding the provision of latrines in lower class carriages.

It will be seen that all the principal Railway Administrations are very much against the general provision of such accommodation.

6. The only lines on which experiments have been made in this direction, on any large scale, appear to be the Great Indian Peninsula, the Bombay, Baroda, and Central India, the Sind, Punjab, and Delhi, the Oudh and Rohilkhand, the Indus Valley, the Rajputana-Malwa, the Northern Bengal, the Nagpore and Ohhattigarh, and H. H. the Nizam's Railway.

7. *The Great Indian Peninsula Railway* reports that after considerable trial it has been found that it is impossible to keep a third class carriage with latrines free from noisome effluvia. From the sketch plans submitted, it appears that out of a total number of 453 third class carriages, 158 two-compartment carriages have two closed closets in the centre of the carriage, each 4' 2" x 1' 9", and fitted—one with a commode, and one with a cast-iron plate flooring with a hole in it; and, 20 two-compartment carriages have two closed closets, each 2' 3" x 2' 6", both fitted with a cast-iron flooring with a hole in it.

8. In connection with the question of latrines in the third class carriages to be built by the East Indian Railway Company for the through service between Calcutta and Bombay, the Bombay Government, in its letter No. 1076, dated 18th June 1884, quoted the following remarks by the Agent, Great Indian Peninsula Railway:—

"Urinals in third class carriages have been tried on this railway for some years, and every exertion was made to keep them clean and free from smell by disinfectants; but in this we so signally failed, that the carriages became an intolerable nuisance,—so much so, that first and second class passengers have objected to travel with these objectionable vehicles in front of them; when standing at stations, the unwholesome smell from these offensive compartments permeates the entire premises.

"As far back as 1879, in Minutes of Meeting No. 21, it was recorded that in all future renewals of third class carriages, the carriages should be divided into compartments transversely, and be built without urinals; and, now that the fourth class has been abolished, to introduce urinals into the third class carriages would establish a nuisance to the travelling public and the Railway staff, difficult to characterize in sufficiently strong terms, and which would loudly call for removal again at great expense.

"It would also involve going back to the plan of building the lower class carriages with seats placed lengthways, and the two doors on either side, the risk of overcrowding, difficulties of egress and ingress, and loss of time at stations, that have been complained of for years past, and which we are now making every effort to amend.

"Furthermore, from a sanitary point of view, latrines in third class carriages must be injurious; the better course, I am confident, is to provide latrines easy of access at all large stations, and allow the public sufficient time to alight for their wants."

And again, "the Agent's chief objection to providing retiring accommodation in this class of carriage is because it will create an almost unbearable nuisance to the travelling public, and lead to grave and just complaint from passengers.

"I am to add that this is no theoretical idea, but is the result of experience founded upon a considerable trial of the system."

9. The Bombay Government then, in the same letter, quotes the following remarks by the Consulting Engineer for Railways, Bombay:—

"I do not know whether the Agent, East Indian Railway, differs in opinion from the Agent, Great Indian Peninsula Railway, as to the possibility of designing a latrine for the use of native passengers in the proposed* third class carriages, which will not be objectionable on sanitary or other grounds. I have seen various plans tried, and all have failed. It is difficult to keep a closet in a first class carriage, occupied by two or three European travellers, sweet and clean during a long

* Refers to the through service carriage stock.

journey, and the state of one used by 30 or 40 native passengers may be imagined. A further drawback to the proposal is the pollution of the road itself. It is, in my opinion, a better plan to supply retiring accommodation at stations, and allow sufficient time for native passengers to alight at intervals of two or three hours."

10. The Bombay Government then remarks:—

"I am to say that the Governor in Council considers that there is great force in these remarks, and that he hopes that on re-consideration the Government of India will not insist on the provision of retiring accommodation in the carriages in question" (third class carriages for the through service between Bombay and Calcutta).

11. In connection, also, with the through service, the Consulting Engineer, Calcutta, with his No. 2459 of the 28th June 1884, submitted correspondence on the same subject, in which the Traffic and Carriage and Wagon Superintendents, as well as the Agent, East Indian Railway Company, recorded their respective opinions against the proposal to provide latrines in the third class carriages; and it was said that carriages so provided would become an intolerable nuisance, especially when standing at stations.

12. The Agent, East Indian Railway, further sent up a copy of a letter from the Company's Consulting Physician, who said that, after carefully reading the correspondence, and examining the plan of the proposed third class carriages, he was unable to imagine the idea of latrine accommodation being carried out in this class of carriage without the vehicle becoming a source of public nuisance to the train to which it may be attached; and added that, with proper arrangement of stoppages, and at halting stations, no inconvenience need be felt by persons of the habits of third class native passengers.

13. The Consulting Engineer agreed generally in the views above expressed, and thought a train should be specially halted in the early morning and in the evening to enable native passengers to relieve themselves.

14. In the *Bombay, Baroda, and Central India Railway* third class carriages there are no closed latrines, except in 12 ambulance carriages. All the third class carriages on this line have what is termed the "open seat arrangement," i.e., part of one of the seats is made with a flap to lift up and form a commode, a hole being made through the floor underneath.

15. The Agent is said to be averse to making any change in the present arrangement, as the provision of enclosed latrines would involve considerable expenditure, and would lessen the carrying capacity of the carriages by 6 or 7 per cent.; and he thinks they would give less satisfaction to passengers than the present open seat arrangement.

16. With reference to the "open seat arrangement," the Bombay Government states, in its letter No. 1440 of 8th August 1884, that, as nothing but extreme necessity would induce an adult passenger to make use of the open seat in public, they are seldom made use of, and for this reason they are not so apt to become offensive as the closed latrines, which passengers have recourse to, whenever provided, to save themselves the trouble of getting out at stations.

17. With the solitary exception of the *Nagpore and Chhattisgarh Railway*, the other lines on which the experiment has been tried seem to object to the provision of latrines in third class carriages.

18. On the *Sind, Punjab, and Delhi Railway*, all ambulance carriage have a closed closet at one end, to which all passengers have access. The floor is leaded, and has a hole in it. Thirty third class carriages are, besides, fitted

with the open seat arrangement, with holes in the floor and shoots. It is said that the majority of native passengers on this line object to the provision of latrines in the carriages.

19. On the *Oudh and Rohilkhand and Indus Valley Railways*, the experiment has been confined to the carriages reserved for native females, in which an enclosed closet, with a shoot in the floor, is provided; but the results have not been satisfactory owing to the difficulty of keeping the latrines clean and free from odour.

20. The Consulting Engineer, Lucknow, suggests fitting up a portion of a brake or luggage van specially for this purpose, in two compartments, for men and women respectively, with water tank on top and traps inside; each compartment in charge of a person of proper caste, whose sole business would be to keep it clean and inoffensive. Passengers to be allowed to go into these at any station, and remain there till arrival at the next.

21. On the *Rajputana-Malwa Railway*, the retiring accommodation, in intermediate and third class carriages, consists of a small enclosed closet about two feet square, with a hole in the centre of the floor. The chief objection of the Manager to the general provision of such accommodation seems to be the difficulty of providing latrines in the four compartment side door vehicles, which are said to be more appreciated by the public, as being easier of access and exit, and more private, than the end opening saloon carriages.

22. On the *Northern Bengal Railway*, the open seat arrangement is fitted to 18 per cent. of the third class stock, but the carriages so fitted are reserved for the use of native females. No opinion is given for or against.

23. On the *Nagpore and Ohhatisgarh Railway*, all third class carriages are provided with latrines, which are said to be appreciated by the natives, and to be a great convenience, more especially for those travelling long distances with families. On this line considerable attention appears to have been given to the subject, and the results seem to be satisfactory; but it must be remembered that the third class carriages on this railway are not the lowest class: they correspond with the intermediate class on other lines, and are not, therefore, used by the bulk of the passengers.

24. In these carriages the floor of the closet is covered with zinc, and the hole in the floor is lined with the same metal. Two brackets are provided, on either side of the hole, to enable the passenger to squat clear of the floor, and the brackets, being hung clear of the floor, do not obstruct cleaning operations.

Cleanliness is secured by an outside receiver, down which buckets of water are emptied at each important station; the receiver narrows at the throat, and a complete sluicing of the sides of the pan, which is open below, is said to be effected. In practice two buckets of water are found sufficient to thoroughly clean it.

25. To sum up. The chief arguments brought forward against the provision of latrines in the lower class carriages are—

- (1).—The difficulty of keeping the latrines in such carriages clean and free from offensive smells, which would be most noticeable when the train is standing still.
- (2).—The difficulty of preventing natives from using the latrines when the train is standing at a platform, or arriving at, or leaving, a station.
- (3).—The pollution of the road itself which would result, and which would be more serious at, and in the vicinity of, stations.
- (4).—The objections from a sanitary point of view, and the annoyance to the travelling public from the above causes.

- (5).—The expense, and reduction of carrying capacity involved.
- (6).—The difficulty of providing latrines in carriages divided into four or five transverse compartments with side doors; this arrangement having proved more convenient than two-compartment carriages or saloons with end doors, owing to the greater facilities afforded by the greater number of doors for ingress, egress, checking of tickets, &c.
- (7).—The difficulty which would arise on many lines of obtaining a sufficient supply of water for a thorough and frequent sluicing of the latrines.

26. On the other hand, there is the undoubted inconvenience to which native passengers are often subjected from the want of latrines in the carriages, and this is, of course, more especially felt in the case of women and children, invalids and old men, on long journeys.

27. It is true that latrines are provided at most stations; but native passengers do not know how long the train will stop, and often dare not leave the carriage for fear of being left behind.

28. The Railway Administration does not always regulate the stoppages of a train so as best to suit the wants of the native passengers in this respect; and, where it does do so, it is very difficult to induce natives who are not used to railway travelling to leave their carriages for the purposes of nature.

29. Many accidents have undoubtedly occurred, wherein passengers have fallen out of a train when attempting, in the absence of a latrine, to relieve themselves through an open door or out of a window.

5th December 1884.

Enclosure No. 6 to Railway Circular No. 2 of 1885.

*Abstract of Reports showing the measures adopted for promoting the comfort
and convenience of Native passengers on Indian Railways.*

Abstract of Reports showing the measures adopted for promoting the comfort

	(1)	(2)	(3)	(4)	(5)
Railways.	Introduction of improved pattern of intermediate class carriages, with retiring accommodation, and provision of reserved compartments at moderate rates. (P. W. D. Circular No. 111 Ry., dated 1st March 1883.)	Reserved accommodation for Native females. (P. W. D. Circular No. 111 Ry., dated 1st March 1883.)	Adoption of a system of Platform tickets. (P. W. D. No. 570 R. T., dated 7th August 1883.)	Exhibition in the lower class carriages of the maximum number that may be carried in each compartment. Maximum number not to be exceeded. Maximum number carried in each class of accommodation during the different seasons, and the minimum space allowed per passenger. (P. W. D. Circular No. 111 Ry., dated 1st March 1883, and letter No. 570 R. T., dated 7th August 1883.)	Sale of intermediate class tickets at the window used for sale of 2nd class tickets at the principal stations (P. W. D. No. 570 R. T., dated 7th August 1883.)
EAST INDIA ...	There are now 17 carriages with upper bunks, each compartment accommodating eight sleeping passengers. These carriages are said to be very comfortable.	As stated in the enclosure to the above Circular, a special 3rd class compartment is reserved for Native female travellers on all passenger trains carrying 3rd class passengers.	At Delhi and Mirzapur platforms, tickets are issued experimentally at one anna each. At other stations respectable Natives are admitted free to the platforms when their presence does not interfere with the efficient working of traffic.	The Traffic Manager is in communication with the Carriage Superintendent on the subject of exhibiting in the lower class carriages the maximum number to be carried in each compartment. The staff is very careful in seeing that the number allotted to each compartment is not exceeded. The maximum number carried in each compartment is 10 throughout the year, and the minimum seat space allowed per passenger is 20 inches.	No objection. The matter will receive attention.
MADRAS ...	There is no intermediate class carriage. It is thought that this class at a higher fare would not be patronised.	3rd class compartments are reserved on all passenger trains. In respect of this, a third class compartment to carry 10 can be reserved on payment of 7 fares.	Respectable persons are allowed on arrival platform, and on departure platform, if accompanying ticket holders. Platform tickets not issued, nor recommended by the Agent and Manager.	Each compartment to carry 10 passengers, with sitting space of 20 inches. No distinction is made between the hot and cold seasons, and there is said to be no necessity for this.	No intermediate class carriage.
SOUTH INDIA ...	No intermediate class carriage. The 2nd class fare being only 4 pice per mile, and it having been proposed to provide retiring places in 2nd class carriages, together with reserved compartments for female passengers, the introduction of an intermediate class accommodation is not considered necessary.	Compartments of 3rd class carriages are reserved on all passenger trains.	Respectable persons are admitted free onto the platform. Issue of platform tickets not recommended by the Agent.	The Board of Directors has ordered the maximum of 10 passengers to be reduced to 8. The sitting space for each thus becomes 24 inches. No distinction is made between the hot and cold seasons.	No intermediate class carriage.
GRANAT INDIA ... PUNJAB ...	There is no intermediate class, neither is it proposed to introduce it.	3rd and 4th* class carriages are reserved for native female passengers on the main line and local passenger trains.	Admission to the platform is granted free of charge at all stations so far as it can be done without inconvenience to the working of trains.	The maximum number to be carried is pointed out on all third class carriages, and the staff warned against exceeding that number. But the Agent states that overcrowding will occasionally take place, and that at road-side stations a passenger may sometimes be put into a carriage in excess of the regulation number in preference to leaving him behind, but it is against rule to do so. The maximum number allowed in each compartment varies from 10 to 34 in third class carriages according to the size of the compartment. The number carried in the compartment of the 4th class carriage is 40. For details, please see Bombay Government Resolution No. 223 of 6th February 1883. The sitting space allowed per passenger is— 3rd class 16". 4th " 12". The maximum number carried in each compartment is the same throughout the year.	There is no intermediate class on this line.

N. B.—In his letter No. G-21, dated the 31st December 1883, the Traffic Manager reports what else was done in the shape of opening of new stations, appointments.

* The fourth class, it is stated in Bombay Government letter No. 1043 of 1883.

and convenience of Native Passengers on Indian Railways.

(6)	(7)	(8)	(9)																				
Results of experiments made in the provision of latrine accommodation in 3rd class carriages. (P. W. D. No. 870 R. T., dated 7th August 1883.)	Suggestion to call out at each station the duration of the halt of a train, together with the name of the station. (P. W. D. No. 870 R. T., dated 7th August 1883.)	Whether the time of notice for reserved accommodation cannot be reduced to 6 hours at large stations where spare stock is kept, and 24 hours at others. (P. W. D. No. 870 R. T., dated 7th August 1883.)	What proportion of each class of passenger vehicles is fitted with retiring accommodation. (P. W. D. No. 1490 R. T., dated 27th December 1883.) And what is the exact nature of retiring accommodation provided. (P. W. D. No. 38 R. T., dated 10th January 1884.)																				
Objects to the measure on account of the disastrous results to both the carriages and the permanent way. It is added that halts are provided at frequent intervals to enable passengers to visit latrines at stations, and that, if necessary, the number and lengths of halts may be increased. Please see remarks by the Magistrate of Allahabad, pointing out the necessity for retiring accommodation in 3rd class carriages.	The name of the station is called out on the arrival of a train. At stations where a train is booked to stop more than 5 minutes, the doors of all carriages are thrown open, and the occupants are informed how long the train will stop.	When traffic is slack, reserved accommodation is allowed on less than 48 hours' notice. But the Company do not agree to insert in their tariff any clause, reducing this 48 hours' notice, as by it they are, on occasions, enabled to provide accommodation which it would not otherwise be possible to procure from other stations.	No retiring accommodation is provided in intermediate and 3rd class carriages. All 1st and 2nd class carriages running on through trains are provided with retiring accommodation of a uniform pattern: in the former for every 4, in the latter for every 5 passengers, a commode, wash-hand basin and looking-glass being provided.																				
No latrine accommodation in 3rd class carriages. The journey made on this line being short, no such provision is considered necessary. If possible, it would reduce the carrying capacity by 25 per cent.	Names of stations and duration of halts are called out. If the duration of a halt is over 5 minutes, the doors of carriages are thrown open.	Reserved accommodation is provided whenever possible without reference to time. It is, however, added that it might happen, where a carriage has to be specially sent, that reserved accommodation could not be provided in less than 48 hours.	In 1st class carriages, a lavatory and closet, and in some a shower-bath as well. In 2nd class carriages, a closet for every two compartments. 81 per cent. of the 1st class carriage stock, and 26·4 per cent. of the 2nd class stock, is provided with latrine accommodation. The 3rd class carriages are not fitted with latrines.																				
No 3rd class carriages are provided with latrine accommodation.	This is done	24 hours' notice is required at present, but the Board of Directors consider that it might well be reduced to 12 hours. The carriage, it is said, must be reserved from the starting station, as trains frequently run with maximum loads, and an extra carriage cannot be put on at a road-side station.	In 30 1st class carriages, lavatories and closets have been provided, and it is intended to supply these to the remaining 15 1st class carriages. There is no retiring accommodation in the 2nd class carriages, but application has been made and sanction given to fit them up in a similar manner to the 1st class. No latrines provided in 3rd class carriages.																				
It is not intended to provide retiring accommodation in 2nd class carriages, as it has been found, after a considerable trial, that it is impossible to keep the carriage free from noisome odour. The orders are not every facility should be afforded to passengers to leave the carriages, and the duration of halts announced at stations.	Duration of halts is called out at stations with the station name.	The time of notice required is 6 hours at Bombay or Ryculia, and 24 hours at other stations, but accommodation may usually be reserved on ordinary trains without special notice.	A tracing is furnished by the Agent, showing the nature of the retiring accommodation provided in the carriages. The following table exhibits the total number of carriages of each class and the number fitted with retiring accommodation:— <table border="1" data-bbox="803 1733 1388 2083"> <thead> <tr> <th></th><th>Total number.</th><th>Number fitted with retiring accommodation.</th><th>Description of accommodation as shown in the tracing referred to.</th></tr> </thead> <tbody> <tr> <td>First class</td><td>63</td><td>73</td><td>A</td></tr> <tr> <td>Second "</td><td>73</td><td>70</td><td>A</td></tr> <tr> <td>Composite</td><td>180</td><td>40</td><td>A B C D</td></tr> <tr> <td>Third class</td><td>663</td><td>20</td><td></td></tr> </tbody> </table> In addition to the above, there are 20 composite Post Office and 2nd class carriages, to which there is no retiring accommodation to the 2nd class compartments.		Total number.	Number fitted with retiring accommodation.	Description of accommodation as shown in the tracing referred to.	First class	63	73	A	Second "	73	70	A	Composite	180	40	A B C D	Third class	663	20	
	Total number.	Number fitted with retiring accommodation.	Description of accommodation as shown in the tracing referred to.																				
First class	63	73	A																				
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Composite	180	40	A B C D																				
Third class	663	20																					

Passenger guides, increased local train service, &c., during the past year, to increase the comfort and convenience of native passengers.
September 1884, has since been abolished.

Abstract of Reports showing the measures adopted for promoting the comfort

	(1)	(2)	(3)	(4)	(5)															
Railways.	Introduction of improved pattern of intermediate class carriages, with retiring accommodation, and provision of reserved compartments at moderate rates. (P. W. D. Circular No. 111 Ry., dated 1st March 1883.)	Reserved accommodation for Native females (P. W. D. Circular No. 111 Ry., dated 1st March 1883.)	Adoption of a system of Platform tickets. (P. W. D. No. 870 R. T., dated 7th August 1883.)	Exhibition in the lower class carriages of the maximum number that may be carried in each compartment. Maximum number not to be exceeded. Maximum number carried in each class of accommodation during the different seasons, and the minimum space allowed per passenger. (P. W. D. Circular No. 111 Ry., dated 1st March 1883, and letter No. 870 R. T., dated 7th August 1883.)	Sale of intermediate class tickets at the window used for sale of 2nd class tickets at the principal stations. (P. W. D. No. 870 R. T., dated 7th August 1883.)															
BOMBAY, BARODA AND CENTRAL INDIA.	There are no intermediate class carriages, and the Company is not disposed to have more than three classes, as it would lead to much light running and to increased working expenses.	Third class female passengers travel in carriages in the rear of the train next to the Guard's brake, and male passengers in the front of the train.	Platform tickets introduced since 1st November 1883. The system is said to be working well in all respects.	The compartments are said to carry 12 passengers each. Ample accommodation. It is said, is given during the hot months, but the space allowed is not specified. There is no objection to the exhibition in the low class carriages, both inside and outside, of the maximum number to be carried therein.	No intermediate class carriages.															
EASTERN DIST. CAL.	There were no intermediate class carriages on this Railway; but the 3rd class carriages correspond with the intermediate class carriages on other railways, and have been called intermediate class since the line has been under State management, the old 4th class carriages being now styled 3rd class.	At least one third class compartment is reserved on each train for native females. Subject to a minimum charge of Rs. 5 a first class reserved compartment may be taken by payment of one additional fare above the fare of each person travelling in the compartment. 2nd, 3rd and 4th class reserved compartments may be obtained by payment of one higher class fare above the number of persons travelling in the compartment.	The question of issuing platform tickets is said to have been fully considered. Such restriction is not considered necessary at present.	Each compartment of a 3rd class carriage is intended to carry 10 passengers, and some of the 4th class carriages 8, and others 60 passengers. The minimum floor space allowed per passenger in the different types of 3rd class carriage is 3'76 and 4'12 square feet, and that in the 4th class carriage, 2'61, 3'00 and 3'17 square feet according to size. All the 4th class carriages are being provided with seats and should not, the Consulting Engineer states, hold more than 60 passengers. The maximum number of passengers carried during all seasons of the year is the same. No overcrowding is permitted.	Third or intermediate class tickets are more at the window for 2nd and 3rd class passengers wherever the accommodation provided in the bedding office admits of this being done.															
SINDH, PUNJAB AND DELHI.	There are 22 upper, or intermediate, class carriages (which allows one upon every train), the large compartments of which (two per carriage) are provided with a retiring room. The ladies' compartment is fitted with opaque glass and jhilmil windows.	Every train conveying passengers, excepting the Sher Shah Local, has a 3rd class carriage reserved for native females.	A system of platform tickets at 1 pice each has been in force at the Lahore station since July 1883, but the Agent states that several complaints have been received, and that he would be the first to suggest its withdrawal, if the limited space on the platforms did not justify the imposition of some restriction upon a class of people, who make the station a place of lounge, or visit it out of idle curiosity. The Europeans are said to object to the system as they never carry the requisite pice with them to pay for ticket.	Overcrowding is not permitted. The maximum number carried and the minimum space allowed per passenger during the hot and cold seasons in 3rd class carriages are as follows—	This is done.															
				<table><tr><th>No. of passengers.</th><th>Hot season.</th><th>Cold season.</th></tr><tr><td>120</td><td>200</td><td>300</td></tr><tr><td>120</td><td>200</td><td>300</td></tr><tr><td>120</td><td>200</td><td>300</td></tr><tr><td>120</td><td>200</td><td>300</td></tr></table>	No. of passengers.	Hot season.	Cold season.	120	200	300	120	200	300	120	200	300	120	200	300	
No. of passengers.	Hot season.	Cold season.																		
120	200	300																		
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and convenience of Native passengers on Indian Railways—continued.

(6)	(7)	(8)	(9)																																
Results of experiments made in the provision of latrine accommodation in 3rd class carriages. (P. W. D. No. 870 R. T., dated 7th August 1883.)	Suggestion to call out at each Station the duration of the halt of a train, together with the name of the station. (P. W. D. No. 870 R. T., dated 7th August 1883.)	Whether the time of notice for reserved accommodation cannot be reduced to 4 hours at large stations where spare stock is kept, and 24 hours at others. (P. W. D. No. 870 R. T., dated 7th August 1883.)	What proportion of each class of passenger vehicles is fitted with retiring accommodation. (P. W. D. No. 1490 R. T., dated 27th December 1883.) And what is the exact nature of retiring accommodation provided. (P. W. D. No. 28 R. T., dated 10th January 1884.)																																
Please see column 6	This is done	Reserved accommodation may be provided in many cases on five minutes' notice, but 12 hours' notice or thereabouts is considered necessary in some.	The following stock is provided with retiring accommodation—																																
The Agent states that he has no further reports to make at present, as no experiments have been, or are being, tried in 3rd class carriages.			<table> <tr> <th></th><th>Total number constructed.</th><th>Total number provided with latrine accommodation.</th><th>Percentage of vehicles with retiring accommodation to total number constructed.</th></tr> <tr> <td>First class and saloon carriages</td><td>33</td><td>17</td><td>74</td></tr> <tr> <td>Composite carriages</td><td>18</td><td>18</td><td>100</td></tr> <tr> <td>Second class</td><td>61</td><td>30</td><td>49</td></tr> <tr> <td>Third class, single storey</td><td>187</td><td>187</td><td>100</td></tr> <tr> <td> " double</td><td>66</td><td>66</td><td>100</td></tr> <tr> <td> " mail vans</td><td>7</td><td>7</td><td>100</td></tr> <tr> <td>Overland mail vans</td><td>8</td><td>8</td><td>100</td></tr> </table>		Total number constructed.	Total number provided with latrine accommodation.	Percentage of vehicles with retiring accommodation to total number constructed.	First class and saloon carriages	33	17	74	Composite carriages	18	18	100	Second class	61	30	49	Third class, single storey	187	187	100	" double	66	66	100	" mail vans	7	7	100	Overland mail vans	8	8	100
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Latrine accommodation is not provided in 3rd class (called 4th class on this line) carriages, the practicality or desirability of this being a matter of some doubt.	The duration of the halt of a train is always called out at stations where it stops for 5 minutes or more.	It is considered that at least 24 hours' notice should be given.	<p>With the exception of 13 ambulance carriages which have closed closets, all the 3rd class carriages have openings in the seats as urinals.</p> <p>The Agent states that a small closed latrine might be provided at the cost of space of about three or four seats in the saloon pattern of 3rd class carriages, and that if this is desired by Government, he will submit an estimate of the cost of doing the same. To do so, will reduce the carrying capacity of 3rd class stock by about 6 per cent., and may involve an addition thereto.</p> <p>Every 3rd class compartment carriage has one opening seat, which is said to be open to objection, though useful in emergency.</p> <p>The greater part of the 1st and 2nd class carriages are fitted with retiring accommodation, consisting of a bath-room measuring 6 3/4" x 4' 3", with necessary fittings, attached to each half carriage. Ten 1st class carriages out of a total stock of 17, 4 composite carriages out of a total stock of 21, and six 2nd class carriages out of a total stock of 8, are thus fitted.</p> <p>Of the intermediate or third class stock, of which there are 66 vehicles, 5 carriages have two compartments at the ends partitioned off from the rest of the carriage, and in the seats of these compartments a latrine is fitted.</p> <p>In addition to these, the 5 postal vehicles have an intermediate compartment at each end similarly fitted with a latrine in the seat of the compartment.</p>																																
The majority of native passengers, it is said, object to the provision of latrines in the carriages.	This is done	Reserved accommodation can be obtained at a short notice at all large stations. For road-side stations, 24 hours' notice is considered sufficient.	<p>All 1st, 2nd, composite and reserved carriages are provided with a fully equipped lavatory in each compartment. All upper or intermediate class carriages have latrine accommodation for two compartments in each carriage by a closet divided from the carriage by doors. All ambulance 3rd class carriages have retiring accommodation at one end to which all passengers in the carriage have access. The closet is partitioned off and provided with a door, and the floor is leaded, with a hole in it, so seats when provided in latrines become extremely offensive. In addition to above, 30 third class carriages are provided with holes in each compartment, these being fitted with shoots, the seat of the carriage being hinged, and when turned up, forms a screen. The total number of 3rd class carriages provided with latrine accommodation is 60.</p> <p>The Consulting Engineer thinks it desirable to increase gradually the number of 3rd class carriages with latrine accommodation, which at present form one-third of the 3rd class stock.</p>																																
	The Agent adds that the Traffic Manager has been instructed to have the information regarding duration of halts at stations printed in vernacular and posted in a conspicuous place in all 2nd class carriages.																																		
	The 3rd class carriages on this line are now said to be run with doors entirely unlocked. This measure is reported to be very popular with the native travelling community, while no special complaints of fraud or accident have been made by the Railway officials.																																		

Abstract of Reports showing the measures adopted for promoting the comfort

	(1)	(2)	(3)	(4)	(5)
Railways.	Introduction of improved pattern of intermediate class carriages, with retiring accommodation, and provision of reserved compartments at moderate rates. (P. W. D. Circular No. 111 Ry., dated 1st March 1883.)	Reserved accommodation for Native females. (P. W. D. Circular No. 111 Ry., dated 1st March 1883.)	Adoption of a system of Platform tickets. (P. W. D. No. 870 R. T., dated 7th August 1883.)	Exhibition in the lower class carriages of the maximum number that may be carried in each compartment. Maximum number not to be exceeded. Maximum number carried in each class of accommodation during the different seasons, and the minimum space allowed per passenger. (P. W. D. Circular No. 111 Ry., dated 1st March 1883, and letter No. 870 R. T., dated 7th August 1883.)	Sale of intermediate class tickets at the window used for sale of 2nd class tickets at the principal stations. (P. W. D. No. 870 R. T., dated 7th August 1883.)
ODISHA AND BOMBAY.	The desirability of introducing an intermediate class in lieu of the present lower reserved is under the consideration of the Agent.	A lower class carriage is set apart on every train for native women travelling with lower class tickets. Doolies and palanquins are allowed on to the platform, and at principal stations, waiting-rooms are provided for native females only, whose wants are attended to by female ticket collectors. Paragraphs 12 and 13 of the Consulting Engineer's letter regarding upper class reserved accommodation may be read, also paragraph 17 to 20 regarding the desirability of introducing 3 classes of carriages on this line.	The adoption of a system of platform tickets is not considered necessary. Respectable natives are always admitted free to the platform. It is added that if platform tickets were sold, doubtful or known bad characters who are now kept off, would, by purchasing them, have a legal right to admission and to loiter about.	The maximum number of passengers carried in a compartment of a lower class carriage is 8 in the hot and 10 in the cold season. Every possible care is taken that the maximum number is not exceeded, but overcrowding cannot always be avoided, for when families or parties of natives travel together, they prefer being crowded to being separated. The floor space allowed per passenger is 3.61 square feet in cold weather and 4.66 square feet in hot weather, and the cubical content 22.59 feet in cold weather and 23.23 feet in hot weather.	Tickets for lower reserved class passengers are sold at the same window as those for the upper class.
PUNJAB NORTH- WEST.	Intermediate class carriages specially fitted with purdahs and retiring closets have been introduced. A plan of the carriage adopted was submitted with Manager's No. 7560 of 29th November 1883. (B. R. No. 1461 T. of 1883, linked file.) These carriages were first reserved exclusively for native passengers, but as they ran throughout the year practically empty, they have been thrown open to Europeans and Eurasians.	One 3rd class carriage on all passenger trains is always reserved exclusively for native females.	On this line a system has been introduced under which the tickets are issued and at most stations one anna and at Rawalpindi four annas are required to be deposited by the holder of the ticket, the amount being refunded to him on his returning the ticket. The Traffic Manager thinks that it would be better to give Station Masters full power to allow any number of persons on a platform to receive or see off any class of passengers, so long as no inconvenience is caused to passengers, and at meals and other times to refuse admittance to any one except friends of 1st and 2nd class passengers. He does not recommend any charge to be made, as payment of fares will give any man a claim to come on to the platform even during busy times, and adds that if a person really distressed of seeing a friend off cannot get a platform ticket, he can purchase a 3rd class ticket to the next station for one anna or two, and thus get access to the platform.	The maximum number of passengers carried in a 3rd class compartment is 8 during hot weather and 10 during cold weather, and the minimum sitting space allowed per passenger 25 and 20 inches, respectively. The order is that the maximum number laid down for each carriage should not be exceeded, but parties travelling together very often insist upon getting into a compartment intended to carry a less number and object to being separated.	This is done.

N. B.—In his report the Manager also details what other conveniences in the shape of waiting hall, water-supply,

and convenience of Native passengers on Indian Railways—continued.

(6)	(7)	(8)	(9)
Results of experiments made in the provision of latrine accommodation in 3rd class carriages. (P. W. D. No. 470 R. T., dated 7th August 1883.)	Suggestion to call out at each station the duration of the halt of a train, together with the name of the station. (P. W. D. No. 470 R. T., dated 7th August 1883.)	Whether the time of notice for reserved accommodation cannot be reduced to 6 hours at large stations where spare stock is kept, and 24 hours at others. (P. W. D. No. 470 R. T., dated 7th August 1883.)	What proportion of each class of passenger vehicles is fitted with retiring accommodation. (P. W. D. No. 196 R. T., dated 27th December 1883.) And what is the exact nature of retiring accommodation provided. (P. W. D. No. 38 R. T., dated 10th January 1884.)
<p>Latrines are provided in the lower class carriages reserved for females, but the Agent states that, owing to their being misused, their condition is generally filthy, and that the expediency of discontinuing them is under consideration.</p> <p>Latrines in ordinary lower class carriages are not considered desirable, as they would be distasteful, and even offensive, to passengers.</p> <p>The Agent does not, moreover, admit the necessity for this provision, as there are latrines at all stations, and the duration of halts is called out at each station; and he points out that no such accommodation is given in England, though the intervals between stoppages are often very much longer, and the halts shorter, than in this country.</p> <p>The Consulting Engineer, Lucknow, thinks the most feasible plan would be to fit up a portion of a brake-van or luggage van especially for this purpose, in two compartments, for men and women, respectively, with water-tank on top and traps inside, each compartment in charge of a person of proper caste, whose sole business would be to keep it clean and inoffensive.</p> <p>Passengers might then be allowed to go into these at any station, and remain there till arrival at the next.</p>	<p>The duration of halts and the name of the station are called out at each station—please see column 6.</p>	<p>Compliance with the present rule requiring 48 hours' notice is seldom exacted, and reserved accommodation is often given at half an hour's notice. The Agent is satisfied that no inconvenience is caused to travellers by the rule as it now stands, but he has no objection to its being altered if desired by Government.</p>	<p>The whole of the upper class stock has bath-room accommodation, i. e., each compartment is fitted up with a basin, commode and shower bath, the average area thus taken being 25 square feet.</p> <p>In the lower reserved and lower class carriages no retiring accommodation is provided, but in 7 carriages, exclusively reserved for native females, there is a shoot in the floor, enclosed in a cup-board, measuring 4' 0" x 2' 6".</p> <p>In 16 of the lower class carriages, the compartments allotted to the Postal Department are fitted with a shoot in the floor.</p>
<p>No experiment has been made with latrines in 3rd class carriages. Latrines are provided in the intermediate class carriages, but the results are not considered satisfactory. The wood-work of the floor in which a hole is made is said to have got saturated, and there is perceptibly an offensive odour about the latrines; and the Traffic Superintendent thinks that it is the case with intermediate class carriages in which a higher class of natives travel and in which there are two latrines for 20 passengers, latrines would be a perfect nuisance in carriages constructed to carry 50 people.</p>	<p>The names of stations are called out, and instructions have been issued to have the duration of halts of trains also called out.</p> <p>Third class carriages are run with doors unlocked on both sides except from the nearest station on each side to Lalamusa and Rawalpindi, where the doors are locked on the platform side to facilitate the examination of the tickets at the junctions.</p>	<p>No reduction of time is recommended as the carriages have to be hauled a long distance before the accommodation can be provided.</p>	<p>The double 1st and 2nd classes and the composite carriages have retiring accommodation at each end, with a lavatory and water closet; the intermediate class carriages have two enclosed closets, one for each compartment. Each closet is 2' 3" square, and has a hole in the centre of the floor. The third class carriages are not provided with latrine.</p>

is provided for native passengers.

Abstract of Reports showing the measures adopted for promoting the comfort

	(1)	(2)	(3)	(4)	(5)
Railways.	Introduction of improved pattern of intermediate class carriages, with retiring accommodation, and provision of reserved compartments at moderate rates. (P. W. D. Circular No. III Ry., dated 1st March 1883.)	Reserved accommodation for Native females (P. W. D. Circular No. III Ry., dated 1st March 1883.)	Adoption of a system of platform tickets (P. W. D. No. 870 R. T., dated 7th August 1883.)	Exhibition in the lower class carriages of the maximum number that may be carried in each compartment. Maximum number not to be exceeded. Maximum number carried in each class of accommodation during the different seasons, and the minimum space allowed per passenger. (P. W. D. Circular No. III Ry., dated 1st March 1883, and letter No. 870 R. T., dated 7th August 1883.)	Sale of intermediate class tickets at the window used for sale of 2nd class tickets at the principal stations. (P. W. D. No. 870 R. T., dated 7th August 1883.)
INDUS VALLEY.	There are no intermediate class carriages at present, but 20 are under supply from England. These will contain separate retiring accommodation for each compartment.	A third class carriage is reserved on the passenger trains for the exclusive use of native female travellers. Only ten third class carriages of the ambulance type, open from end to end, having one latrine in a corner at one end, enclosed by a door, are available for this service. A sufficient number for the whole of this service will, it is said, be at once fitted with latrines.	Platform tickets are not in use at present, as no inconvenience is caused by the overcrowding of platforms. Respectable Europeans and Natives are admitted to the platforms at the discretion of Station Masters. The Manager thinks that platform tickets may hereafter be found necessary, but he would prefer issuing them without payment, as the issue and collection of tickets at one and the same station opens the door to fraud and places a temptation in the way of the staff.	The maximum number of passengers allowed to be carried in lower class carriages is painted on them, both inside and outside. For an ordinary 3rd class carriage the maximum number is 50 during the cold weather and 40 during the hot weather. The minimum space per passenger in the cold weather varies according to the type of the carriage from 14 to 24 inches in width of seat and 34 to 40 cubic feet of space. The most recent and approved type of carriage gives 34 in width of seat and 34 cubic feet of space per passenger. This space is increased by 1 in hot weather.	When intermediate class carriages commence to run, tickets will be sold at the 2nd class ticket window.
RAJPOOTANA- MALWA.	Intermediate class carriages of improved pattern, with retiring accommodation, are in use.	Third class carriages or compartments are reserved for native females on all passenger trains. The number of native females travelling in intermediate class carriage being few, it has not been found practicable to place reserved accommodation for them in this class on every passenger train. It can be arranged for on due notice being given.	At principal stations platform tickets are, as a rule, issued free of charge to friends of in-coming and out-going passengers. As an experiment, platform tickets are being issued at Agra Fort at a charge of one anna each; if found to answer, the practice will be extended to other principal stations.	Strict orders are in force to prevent overcrowding. The maximum carrying capacity of intermediate and 3rd class compartments are 12 and 16 respectively for all seasons, the minimum sitting accommodation per passenger being 3'34 feet and 3'47 feet. This accommodation is considered ample, and the Manager does not think it necessary to fix different maxima for different seasons, as during the hot season there is, as a rule, much less travelling done, and therefore greater room is available in trains.	This is done.

and convenience of Native Passengers on Indian Railways—continued.

(6)	(7)	(8)	(9)																																																
Results of experiments made in the provision of latrine accommodation in 3rd class carriages. (P. W. D. No. 870 R. T., dated 7th August 1893.)	Suggestion to call out at each station the duration of the halt of a train, together with the name of the station. (P. W. D. No. 870 R. T., dated 7th August 1893.)	Whether the time of notice for reserved accommodation cannot be reduced to 6 hours at large stations where spare stock is kept, and 24 hours at others. (P. W. D. No. 870 R. T., dated 7th August 1893.)	What proportion of each class of passenger vehicles is fitted with retiring accommodation. (P. W. D. No. 1200 R. T., dated 27th December 1893.) And what is the exact nature of retiring accommodation provided. (P. W. D. No. 38 R. T., dated 16th January 1894.)																																																
Enclosed latrines are provided in 10 third class carriages of the ambulance type which are reserved for native females. These are said not to have been kept as clean and free from odour as is desirable, but the Manager thinks that they may, and should, be kept clean when limited to the carriages reserved for native females. He, however, notes that the experience of the Oudh and Rohilkhand Railway goes against even this limited introduction of latrines into carriages, and is strongly opposed to the universal introduction of latrines into 3rd class carriages, as it would be quite impossible to keep them clean. He adds that the experience of the Great Indian Peninsula Railway, who abandoned the experiment, and the opinion of the other lines recorded at the Railway Conference of 1892, may be treated as conclusive on this point.	Will be done	Forty-eight hours' notice is not insisted on where reserved accommodation can be provided earlier, but a reduction of this time is not considered advisable at present. The amount of notice, it is said, must depend on the proportion of spare stock to the running stock and to the length of the line. This proportion is very small on the Indus Valley line for 1st and 2nd class carriages, and comparatively large demands are made for them for the use of troops.	The whole of the 1st and 2nd class stock is provided with retiring accommodation, consisting of a small room, half the width of carriage, fitted with looking-glass, wash-hand basin with water laid on and raised seat. A few 1st class carriages have bath-rooms of the whole width of the carriage. The intermediate class carriages are designed to have a small compartment, half the width of the carriage, for each of the lateral compartments, fitted with a native latrine, water-tap and a wash-hand basin. Ten 3rd class carriages out of a total of 100 are fitted with retiring accommodation, consisting of a small enclosed place, with an opening in the floor, in a corner at one end of the carriage, which has a free passage through it from end to end.																																																
The provision of retiring accommodation is also not considered necessary, as the average length of journey of a 3rd class passenger on the Indus Valley Railway is about 20 miles, and even on the East Indian Railway only 70 miles. It would, it is said, suffice if, as on the Indus Valley Railway, the doors were kept unlocked, and the duration of halts at stations, where the train stop more than 10 minutes, were called out, as suggested by the Government of India, with a proviso, to be introduced on the Indus Valley Railway, that, when passenger trains are running late, they shall never stop less than 10 minutes at such stations.																																																			
For the intermediate and 3rd class carriages are provided with latrine accommodation, but all the Traffic Officers are of opinion that these end-opening latrine carriages are not so convenient as the 4-compartment side-door vehicles, which are said to be more appreciated by the public, as they are easier of access and exit, and are more private. For this reason, all 3rd class stock now under erection is being constructed on the 4-compartment principle. The Manager thinks that retiring accommodation should only be provided to the following extent:— In mail trains. a.—One saloon third class for females. b.—One intermediate, in both compartments. In mixed trains. c.—One composite intermediate and third class in both compartments for females. d.—If found necessary, a compartment of one side-door 4-compartment 3rd class carriage to be fitted up with a latrine for the use of females only.	There is a rule in force that when a train stops 10 minutes, or longer, at a station, the duration of the halt shall be called out; but the duration of all halts of 5 minutes and over of mail, passenger, and mixed trains, will be called out in future with the names of stations.	The rule in force on this line requires a notice of not less than 12 hours, and the Manager thinks that this period cannot be reduced without inconvenience to the Railway and probably, in some cases, disappointment to the public, as reserved vehicles are only kept at certain principal stations and need time to be worked to other stations. Whenever possible, reserved accommodation is given in less time.	<table><tr><th></th><th>Total number constructed.</th><th>Number provided with retiring accommodation.</th></tr><tr><td>Royal saloons</td><td>3</td><td>3</td></tr><tr><td>State</td><td>3</td><td>3</td></tr><tr><td>Inspection carriages</td><td>6</td><td>6</td></tr><tr><td>First class</td><td>92</td><td>42</td></tr><tr><td>Composite 1st, 2nd</td><td>33</td><td>33</td></tr><tr><td>2nd class</td><td>102</td><td>52</td></tr><tr><td>Intermediate</td><td>30</td><td>30</td></tr><tr><td>Composite, Intermediate and 3rd</td><td>20</td><td>20</td></tr><tr><td>3rd class end doors</td><td>14</td><td>14</td></tr><tr><td>Amulance 3rd class</td><td>5</td><td>5</td></tr><tr><td>3rd class side doors</td><td>510</td><td>N/A</td></tr><tr><td>Dynamometer carriage</td><td>1</td><td>N/A</td></tr><tr><td>Combined 3rd class and Post Office</td><td>14</td><td>N/A</td></tr><tr><td>Post Office vans</td><td>2</td><td>2</td></tr><tr><td>Brakevans</td><td>232</td><td>232</td></tr></table>		Total number constructed.	Number provided with retiring accommodation.	Royal saloons	3	3	State	3	3	Inspection carriages	6	6	First class	92	42	Composite 1st, 2nd	33	33	2nd class	102	52	Intermediate	30	30	Composite, Intermediate and 3rd	20	20	3rd class end doors	14	14	Amulance 3rd class	5	5	3rd class side doors	510	N/A	Dynamometer carriage	1	N/A	Combined 3rd class and Post Office	14	N/A	Post Office vans	2	2	Brakevans	232	232
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Abstract of Reports showing the measures adopted for promoting the comfort

	(1)	(2)	(3)	(4)	(5)
Railways.	Introduction of improved pattern of intermediate class carriages, with retiring accommodation, and provision of reserved compartments at moderate rates. (P. W. D. Circular No. III Ry., dated 1st March 1883.)	Reserved accommodation for Native females. (P. W. D. Circular No. III Ry., dated 1st March 1883.)	Adoption of a system of platform tickets. (P. W. D. No. 870 R. T., dated 7th August 1883.)	Reduction in the lower class carriages of the maximum number that may be carried in each compartment. Maximum number not to be exceeded. Maximum number carried in each class of accommodation during the different seasons, and the minimum space allowed per passenger. (P. W. D. Circular No. III Ry., dated 1st March 1883, and letter No. 870 R. T., dated 7th August 1883.)	Sale of intermediate class tickets at the window used for sale of 2nd class tickets at the principal stations. (P. W. D. No. 870 R. T., dated 7th August 1883.)
RAJPUTANA-MALWA—contd.					
WARDHA COAL.	The third class on this line corresponds with the intermediate class on other lines.		Introduction of platform tickets not necessary. Every one is admitted free to the platform.	Only 2 fourth class carriages of the State Railway broad gauge type have been received on this line. They are now used as 3rd class carriages, and the old type of Great Indian Peninsula Railway 3rd class carriages as 4th class. The space allowed per passenger on the new carriage is 1' 5" lineal measured on the seat, or 25½ cubic feet of carriage capacity.	There is said to be a necessity for this, as the passenger traffic is very small.
CALCUTTA AND NORTH-BASTARD AND NALHATI.	There is no intermediate class on these lines nor have the public ever applied for such accommodation.	Three-fourths of a 3rd class carriage on each train is reserved on the Calcutta and South Eastern Railway and a 3rd class compartment on the Nalhati Railway.	The necessity for such tickets has not been felt.	Overcrowding is avoided as a rule. During "Meilas" and such exceptional occasions, passengers have been found to overcrowd compartments, unmindful of the space available. There are two kinds of lower class carriages, viz., vendors' or lowest class and third class. Accommodation was originally provided for the vendors in covered wagons fitted with racks, but they are being replaced with old 3rd class carriages which are of an obsolete type and better suited for vendors' than for 3rd class carriages. The floor space allowed to each passenger in the 25 wagons still used as vendors' carriages, is 6'75 sq. ft. in the old 3rd class carriages converted into vendors' carriages, 4'83 sq. ft., in the old 3rd class vehicles still used as such, 3'37 sq. ft., and in the new 3rd class carriages of the standard type, 6'32 sq. ft. The maximum number of passengers allowed to be carried in each carriage is shown on the outside.	Please see column 1.
NORTHERN BENGAL.	Ten such carriages having 6 berths in each compartment, with retiring accommodation, have been sanctioned for this line. For rates at which reserved accommodation is allowed, please see extract from the Manager's letter No. 724 W., dated 15th January 1884, furnished by the Government of Bengal.	A compartment in a 3rd class carriage is reserved for the exclusive use of native females in the mail and one of the mixed trains. The existing stock of 3rd class carriages does not admit of a compartment being reserved for the 2nd mixed train.	There is no necessity for such tickets, as stations have not become important enough as yet. Respectable natives are admitted free into the platform.	The maximum number allowed in each intermediate compartment is 12, and that each 3rd class compartment 8, the minimum floor space per passenger being 4½ and 3½ square feet respectively. These limits are in force throughout the year.	One ticket window has been found sufficient at stations, with the exception of Calcutta where intermediate class tickets are sold at the window as 1d. 2nd class tickets.

and convenience of Native Passengers on Indian Railways—continued.

(6)	(7)	(8)	(9)
Results of experiments made in the provision of latrine accommodation in 3rd class carriages. (P. W. D. No. 870 R. T., dated 7th August 1883.)	Suggestion to call out at each station the duration of the halt of a train, together with the name of the station. (P. W. D. No. 870 R. T., dated 7th August 1883.)	Whether the time of notice for reserved accommodation cannot be reduced to 6 hours at large stations where spare stock is kept, and 24 hours at others. (P. W. D. No. 870 R. T., dated 7th August 1883.)	What proportion of each class of passenger vehicles is fitted with retiring accommodation. (P. W. D. No. 1400 R. T., dated 27th December 1884.) And what is the exact nature of retiring accommodation provided. (P. W. D. No. 38 R. T., dated 10th January 1884.)
The mail trains now run with at least one saloon 3rd class and one intermediate, and the mixed trains with a composite intermediate and 3rd class carriage. All the Traffic Officers and the Manager are of opinion that it is not advisable or necessary to provide latrine accommodation in mixed trains, as these stop at each station, and as nearly all the stations are provided with adequate latrines.			
Please see column (6)		Reserved accommodation is provided on 24 hours' notice.	Only two 1st class compartments, out of three, are fitted with retiring accommodation. No other passenger vehicles have this convenience. Latrine accommodation will be provided in the new 3rd class carriages, which will soon take the place of the old Great Indian Peninsula stock now running.
The lengths of the lines being short, and the stoppages frequent, no retiring accommodation in 3rd class carriages is said to be wanted.		Reserved accommodation is provided on short notice.	All 1st and 2nd class carriages received from the Patna-Gya Railway are provided with retiring accommodation, but no such provision has been made in the 3rd class carriages.
Latrine accommodation is provided in the 3rd class compartment reserved for the exclusive use of native females on the mail and one of the mixed trains, but nothing has been done in the direction of making such provision general, as, when trains are timed to stop at stations for more than 5 minutes, the duration of halt is called out.	Please see column (6)	It is not considered desirable to reduce the time of notice (6 hours) required at present until the additional carriages ordered have been supplied to the Traffic Department.	The 1st and 2nd class carriages have retiring accommodation. There is no such accommodation in the intermediate class carriages, but the new type vehicles of this class are being provided with it in each compartment. 14 per cent. of the 3rd class stock have retiring accommodation. The latrine accommodation provided in 1st and 2nd class carriages is similar to that for 1st class and composite carriages, respectively, shown in Mr. Molesworth's Drawing No. 14 of 9th August 1877. The new type of intermediate class carriages will have accommodation similar to that of composite carriages, except that the latrine will be on the floor of the carriage, and there will be no washing basin. In 3rd class carriages the latrine forms part of the ordinary bench, and is covered by a hinged lid.

Abstract of Reports showing the measures adopted for promoting the comfort

	(1)	(2)	(3)	(4)	(5)
Railways.	Introduction of improved pattern of intermediate class carriages, with retiring accommodation, and provision of reserved compartments at moderate rates. (P. W. D. Circular No. 111 Ry., dated 1st March 1883.)	Reserved accommodation for Native females. (P. W. D. Circular No. 111 Ry., dated 1st March 1883.)	Adoption of a system of platform tickets. (P. W. D. No. 870 R. T., dated 7th August 1883.)	Exhibition in the lower class carriages of the maximum number that may be carried in each compartment. Maximum number not to be exceeded. Maximum number carried in each class of accommodation during the different seasons, and the minimum space allowed per passenger. (P. W. D. Circular No. 111 Ry., dated 1st March 1883, and letter No. 870 R. T., dated 7th August 1883.)	Sale of intermediate class tickets at the window used for sale of 2nd class tickets at the principal stations. (P. W. D. No. 870 R. T., dated 7th August 1883.)
TIRHOO.	Proposals are under consideration for introducing at an early date this class of carriage with retiring accommodation.	A compartment of a 3rd class carriage attached to each train has been hitherto reserved for native females, but this accommodation being insufficient, the Manager has ordered half a 3rd class carriage to be reserved in each train for the purpose.	The introduction of platform tickets is not considered desirable, as no inconvenience is felt by allowing native gentlemen free access to the platforms.	The maximum number for each 3rd class compartment is 8. This gives a floor area of 34 square feet per passenger. During "Meela" when the 3rd class stock is found insufficient, 3 flap-door wagons are used for male passengers, and not more than 24 are put into a 16' wagon, or more than 25 into an 18' wagon.	The Manager does not consider that there is any necessity to make any distinction of windows for this class of traffic, as there is in general ample accommodation for obtaining tickets.
CANNFORD-ACHNERA.	It is intended to have a compartment at each end of 6 composite Postal carriages fitted with retiring accommodation and provided with seats for 6 or 6 intermediate class passengers, and to allow any passenger paying four fares or 1 anna per mile to reserve the whole compartment. Should this accommodation become popular, more carriages can be provided by dividing an ordinary 3rd class carriage into four such compartments, and reserved accommodation brought within the reach of the poorer travellers. It is also proposed to have six 3rd class carriages, having a separate closet in each compartment. These carriages are to be reserved for native females, and any traveller paying 3 third class fares is to have a compartment reserved for him.	At present one carriage on every train is reserved for native females.	There are no stations of such magnitude as to render issue of platform tickets necessary.	The maximum number allotted to each vehicle is the same throughout the year. The whole of the 3rd class carriages are now being altered and a third seat is being added to the <i>omnibus</i> carriages which will give a length of seat of 18' for each of 33 passengers. The new carriages under construction have side doors and are divided into four compartments, each seating 8.	This will be done where there are separate ticket windows.
KALONJ AND CHHATTARGARH.	The 3rd (intermediate) class carriages are provided with closed retiring accommodation in each compartment and the doors and windows fitted with venetian shutters, whereby seclusion for the families of native passengers can be secured. The rates in force for reserved accommodation are— 32 fares for a whole 4th class carriage. 24 fares for a whole 3rd class carriage. 12 fares for half 3rd class carriage. The above rates appear to be based on the maximum number allotted to each carriage (see column 4).	One-half compartment of a 3rd, and the whole of a 4th, class carriage are reserved exclusively for native females on all trains, and when this accommodation is found insufficient, extra accommodation is supplied.	No difficulty is experienced in consequence of free admission of natives on to the platforms.	The maximum carrying capacity is painted, both inside and outside, on all 3rd and 4th class carriages. Each 3rd class carriage contains two compartments, each of which is intended to carry 12 passengers, and each 4th class contains four compartments, each of which is to carry a maximum number of eight passengers. No overcrowding is allowed under any circumstances. The seat space allowed to each passenger is about 18" in both 3rd and 4th class carriages.	Orders have already been issued to all principal stations to afford the same facilities to 3rd class (intermediate) passengers as 1st and 2nd class. A similar order will be issued to all stations.

and convenience of Native Passengers on Indian Railways—continued.

(6)	(7)	(8)	(9)
Results of experiments made in the provision of latrine accommodation in 3rd class carriages. (P. W. D. No. 470 R. T., dated 7th August 1883.)	Suggestion to call out at each station the duration of the halt of a train, together with the name of the station. (P. W. D. No. 470 R. T., dated 7th August 1883.)	Whether the time of notice for reserved accommodation cannot be reduced to 6 hours at large stations where spare stock is kept, and 24 hours at others. (P. W. D. No. 470 R. T., dated 7th August 1883.)	What proportion of each class of passenger vehicles is fitted with retiring accommodation. (P. W. D. No. 1400 R. T., dated 27th December 1883.) And what is the exact nature of retiring accommodation provided. (P. W. D. No. 36 R. T., dated 10th January 1884.)
No provision of latrine accommodation has yet been made on this Railway in 3rd class carriages, and the Manager is of opinion that it would tend to make carriages unhealthily and spread disease. Latrines are provided at each station, and it is proposed to set up to the suggestion of calling out the duration of halts at all stations where trains stop for about 10 minutes. To call out the halt at each station for the small trains, which only stop 3 minutes at minor stations, would, in Manager's opinion, cause a delay to the train.	Please see remarks in column (6).	The time of notice required for reserved accommodation is 12 hours at the larger, and 24 hours at the smaller, stations. The rolling-stock is not sufficient to reduce the time.	All 1st and 2nd class carriages have retiring accommodation. No such accommodation exists in the 3rd class carriages. The retiring room attached to each compartment of 1st and 2nd class carriages is 3' 6" long, 2' 7" broad, and 6' 4" high, and is provided with a water closet, a wash-hand basin with water-tap, a tray for necessities, and pegs for clothes.
It is not proposed to provide latrine accommodation, except in the intermediate class carriages and those reserved for native females, as it is feared that, if given generally, the maintenance of the permanent-way would suffer.	The length of stoppage of trains at stations is now called out.	The notice required at present is 12 hours. This cannot be reduced owing to the small number of vehicles available for reservation.	Please see columns (1) and (6).
All 3rd class carriages are provided with latrines. They are said to be appreciated by the natives, and confer great convenience, more especially for those travelling long distances with families. Latrines are provided at convenient places on the passenger platforms.	The name of the station is called out on arrival of trains, and ample time is afforded to those who wish to alight.	Reserved accommodation is furnished, when available, on 6 hours' notice at Nagpur, and 24 hours' notice at other stations.	The 1st and 2nd class vehicles are all provided with the usual water closet retiring arrangement. The 3rd (intermediate) class carriages are also provided with closed retiring accommodation, the cleanliness of which is secured by an outside receiver, down which at each important station buckets of water are emptied. The receiver is mounted at the throat, and a complete slinging of the sides of the pan (which is open below) is effected, in practice, two buckets of water are found sufficient to thoroughly clean it. The floor of the closet is covered with stucco, and the hole in the floor is lined with the same metal. Two brackets are provided, on either side of the hole, to enable the passenger to stand clear of the floor. The brackets are clear of the floor so as not to obstruct cleaning operations. The 4th class carriages have no latrine accommodation, but the question of providing the same will not, it is said, be lost sight of, when new carriages are under construction.

Abstract of Reports showing the measures adopted for promoting the comfort

	(1)	(2)	(3)	(4)	(5)
Railways.	Introduction of improved pattern of intermediate class carriage, with retaining accommodation, and provision of reserved compartments at moderate rates. (P. W. D. Circular No. 111 B., dated 1st March 1883.)	Reserved accommodation for Native females. (P. W. D. Circular No. 111 B., dated 1st March 1883.)	Adoption of a system of platform tickets. (P. W. D. No. 27 R. T., dated 7th August 1883.)	Exhibition in the lower class carriages of the maximum number that may be carried in each compartment. Maximum number not to be exceeded. Maximum number carried in each class of accommodation during the different seasons, and the minimum space allowed per passenger. (P. W. D. Circular No. 114 B., dated 1st March 1883, and letter No. 870 R. T., dated 7th August 1883.)	Sale of intermediate class tickets at the window used for sale of 2nd class tickets at the principal stations. (P. W. D. No. 870 R. T., dated 7th August 1883.)
BRITISH BURMA	No intermediate class carriage is necessary owing to the rates being exceedingly low for the country, viz., 3 paces per mile for 1st class passengers, and 4 paces per mile for 2nd class passengers. The 2nd class is freely used by the well-to-do natives of higher castes, and the composite carriages have retaining accommodation, though it is doubtful whether it is used by Burmese travellers.	No reserved accommodation is required, as there is no caste system, and the women freely associate with men. It is never asked for, nor are any complaints made of its absence.	The introduction of platform tickets is not considered necessary, as the numbers of persons desiring admittance to the platform at more important stations are never very large. No restrictions are placed on respectable persons going on to the platform with, or to meet, friends.	There is no necessity for reducing the maximum number of passengers per vehicle during the hot season. The temperature in the carriages during the hottest weather is never so great that the full number of passengers cannot travel with comfort. About one-third of the 3rd class carriages have seats and the remainder are without seats. The maximum number allotted to the former is 30 and that to the latter 40, the space allowed per passenger being 3 7/8 and 3 square feet respectively. The maximum carrying capacity is posted on each carriage in both English and Burmese.	Intermediate class carriages are not in use on this line.
RAVYAGAR-GONDAL	No intermediate class carriages. When introduced, they will be fitted with retaining accommodation, designs and estimates for four carriages are in course of preparation.	Six carriages have had the end compartment partitioned to the roof, and an is run on open train and can be reserved on payment of six fares. On each train certain 3rd class carriages are set apart for native female travellers.	The practice of issuing platform tickets at a charge of 2 paces per head is about to be introduced.	The maximum number allotted to a compartment is eight, and when possible, this number is reduced to six during the hot weather. The minimum accommodation allowed to each passenger is 3 square feet. The necessity for preventing overcrowding is imposed on the staff, but it is said to be a matter of great difficulty to deal with, as passengers would far sooner be overcrowded than left behind. It is also stated that with the insertion of reserved end seats, and with a single reserve date, it is almost impossible without either constant guilty haulage, or much discomfort to prevent its occurrence at intervals.	The question of introducing intermediate class carriages is under consideration, and if introduced, tickets will be sold, where separate windows are in use, at the 2nd class ticket window.
HIS HIGHNESS THE NIPAL	The introduction of an intermediate class carriage is not recommended. The requirements of the betterment movement, the Mungeri theses, be met by improving the rates for reserved 3rd class compartments.	Reserved accommodation for native passengers travelling with their families was practised during the second half of 1883, and now each train has two or more 3rd class vehicles without compartments partitioned off from the rest of the carriage.	Free admittance to the platform is allowed at all stations except Hyderabad, where the privilege is extended to the relatives and followers of 1st and 2nd class passengers only, the 3rd class passengers having to part with their friends in the large waiting room provided for males and females at either end of the station building. On special or state occasions, free passes are issued. As three-fourths of the 3rd class passengers on this line travel to and from Hyderabad, the platform is very often crowded with passengers, all of whom carry arms, and it is not therefore considered advisable to issue platform tickets.	The maximum number to be accommodated in each compartment is marked both the side and bottom of the carriages, but notwithstanding this, great difficulty is said to be frequently experienced in preventing overcrowding. A seat space of 16 inches is allowed per passenger in 3rd class carriages. The maximum number carried in a compartment does not vary in different seasons. The heat in the Deccan not being excessive, this provision is said not to be required.	The better class of Native and European passengers at terminal stations obtain tickets from the end of the train where 1st class tickets are issued.
Mysore	There is no intermediate class carriage on this line, and there is said to be no necessity for such accommodation, owing to the short length of the line.	One 3rd class carriage is invariably reserved on every passenger train for native females.	Respectable natives are allowed free admission to platforms. No inconvenience has yet been caused by this practice, but should any necessity arise, platform tickets will be introduced.	The maximum number carried in a third class compartment is 10, and the minimum space allowed per passenger is 1 21/2". These limits are in force throughout the year, the changes at seasons in Mysore not necessitating special accommodation in different seasons.	No intermediate class carriages.
DURGESHIM-HIMMATPUR		Arrangements have been made to reserve half of a 3rd class train on each passenger train for the convenience of native females, the other half being available for such of them as may require reserved accommodation.			
ADAM					

and convenience of Native Passengers on Indian Railways—concluded.

(6)	(7)	(8)	(9)
Results of experiments made in the provision of latrine accommodation in 3rd class carriages. (P. W. D. No. 870 R. T., dated 7th August 1953.)	Suggestion to call out at each station the duration of the halt of a train, together with the nature of the station. (P. W. D. No. 870 R. T., dated 7th August 1953.)	Whether the time of notice for reserved accommodation cannot be reduced to 6 hours at large stations where spare stock is kept, and 24 hours at others. (P. W. D. No. 870 R. T., dated 7th August 1953.)	What proportion of each class of passenger vehicles is fitted with retiring accommodation. (P. W. D. No. 1400 R. T., dated 27th December 1953.) And what is the exact nature of retiring accommodation provided. (P. W. D. No. 38 R. T., dated 10th January 1954.)
The third class carriages were at first provided with retiring rooms, but as they were never used, the partitions have, after full trial, been removed. The provision of latrines at stations which are, on an average, only 7½ miles apart, is said to be sufficient to meet all requirements. These are freely used by both sexes and all classes.	...	No reserved accommodation is now allowed on this line owing to paucity of stock. As the stock increases, the question of a change in this respect will, it is said, be considered.	Please see remarks in columns (1) and (5).
The 3rd class carriages are not provided with latrines, and as the train halt at no very great intervals for periods of six and eight minutes at watering stations, they can, it is believed, be done without.	Arrangements will be made for calling out the length of stoppage at all stations where it exceeds 3 minutes, at the same time as the nature of the station.	The time of notice will be reduced to 6 hours at stations where stock is kept, for out-stations it cannot be put at less than 24 hours owing to the few trains running.	Only the 1st class carriages are fitted with retiring accommodation, which consists of a small lavatory and latrine for each saloon or compartment. Four 2nd class carriages are also being fitted with it. These carriages are being lengthened at either end as far as to give room upon which to erect the lavatory and latrine. On the completion of these four carriages, the remaining second class stock will be similarly altered.
The question of supplying latrines to carriages to be reserved for women and children will be considered when any further 3rd class stock is under consideration.			
Intermediate class carriages, when introduced, will be fitted with retiring accommodation.			
Latrines are provided in most of the 3rd class carriages, but owing to the difficulty in keeping them clean throughout a journey, they are most offensive, and a source of nuisance rather than a convenience; and as there are latrines at all stations, in building new stock it is not proposed to provide latrines in 3rd class carriages.		Owing to paucity of stock, no reduction of time of notice is possible.	Latrines are provided in all 1st and 2nd, and in most of the 3rd class carriages. A corner of each 3rd class vehicle is reserved off for this purpose. The floor is protected by strong zinc sheeting, and every endeavour is made to keep the closets clean. This is, however, said to be a difficult matter during the hot season, as water is not procurable at Wadi for washing carriages. All 1st and two 2nd class carriages are fitted with a water closet and lavatory, and the remainder of the 2nd class stock with latrines only.
No latrines are provided in 3rd class carriages, as the frequency and duration of halts give ample time to passengers at stations.	This is done	The time of notice required for 3rd class reserved accommodation is 12 hours, and that for 1st and 2nd class accommodation 24 hours. At the terminal stations of Mysore and Bangalore, 3 hours' notice is, as a matter of fact, sufficient to secure reserved accommodation in any class.	The 1st and 2nd class carriages are provided with latrine accommodation. There are no latrines in the 3rd class carriages.
In order to facilitate the ingress and egress of passengers, the practice of locking the doors of carriages has been discontinued.			
See column (9)			The nature of the stock in use on this line does not admit of retiring accommodation being provided. This want, however, it is stated, is not felt, owing to frequent stoppage of trains at watering and passenger stations.
			None of the vehicles are fitted with retiring accommodation.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.

THE FINE-ARTS UNIVERSAL EXHIBITION OF ANTWERP IN 1885.

Circular No. ^{13 Ex.}₄₄

Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture, (Museums and Exhibitions),—dated Calcutta, the 14th February 1885.

RESOLUTION.

READ the following—

No. 16 E.U.B.A., dated Bombay, the 29th December 1884.

*From—F. MAROTTI, Esq., Acting Consul General for Belgium in British India,
To—The Secretary to the Government of India.*

I HAVE the honour to inform you that a Universal Exhibition of Fine Arts is to be held next summer at Antwerp, to which I am desired to invite the Government of India's, and through it, the Governments of the various Presidencies' official co-operation. This Exhibition, which is being organised by the Royal Society of Antwerp for the encouragement of Fine Arts, under the patronage of Government, and with the support of the Communal Administration, is to take place instead of the 24th triennial concours, and is to be opened on 2nd May next.

I beg to address you under separate cover twelve copies of the Prospectus of the said Exhibition setting forth its general rules and regulations, and shall feel very much obliged by the Government of India giving to the project the widest possible publicity.

I venture to hope that the Government of India may be graciously pleased favourably to receive the invitation I have been deputed to convey, and intended, moreover, in the interest of Artists.

May I be permitted to add, that Antwerp will, no doubt, next year, attract a considerable number of visitors of every nationality desirous of seeing the International Exhibition that is to testify to the aptitude and genius of every nation. This opportunity will be availed of to visit and contemplate the vast nautical establishments which have made Antwerp one of the first ports in Europe.

Moreover, that city, it is almost superfluous to mention, is not only a commercial centre, but has for centuries past ranked eminently amongst the world of arts, as shown by its chefs d'œuvre preserved in its Museums and Churches. A visit to Antwerp will, therefore, prove of the utmost interest for the artist as well as for the business-man and tourist.

The retrospective Exhibition of Art and Industries which it is proposed to open also in 1885 will further add to the numerous attractions of that commercial metropolis.

In conclusion, the Royal Society will organise, according to custom and with the authority of the Belgian Government, a lottery of art-objects acquired from amongst the exhibits, without distinction as to origin.

Belgium, and especially the city of Antwerp, reserves the most cordial reception to the foreign artists who, I trust, will numerous respond to the present appeal.

THE FINE-ARTS UNIVERSAL EXHIBITION OF ANTWERP IN 1885.

GENERAL REGULATIONS.

ART. I.

The Fine Arts Royal Society of Antwerp shall, under the patronage of the Belgian Government, and with the co operation of the Antwerp Communal Administration, organise a Universal Exhibition of Fine-Arts, to take place at Antwerp in 1885, instead of the 24th Triennial Exhibition.

The ground to be assigned for the exhibition of Fine-Arts shall be close by that allotted for the exhibition of Industry, and comprise an area of over 8,000 square metres.

ART. 2.

This Universal Exhibition shall open on the 2nd May, and close in October of the said year.

ART. 3.

The sites shall be placed gratis at the disposal of exhibitors.

ART. 4.

The Belgian Government will be represented by a Commissioner-General, Count Adjan d'Oultremont, M.P., and by a Special Commissioner, Mr. Cuyllis, President of the Royal Fine-Arts Society; the latter will also act as the Commissioner to the Belgian Section in the Exhibition.

The Commissioner-General representing the Government will be the corresponding official between the Society and the foreign representatives.

ART. 5.

Foreign Governments are invited to—

- (1) appoint Committees, in the terms of these regulations, for inviting their respective countries taking part in the Exhibition;
- (2) to accredit with the Belgian Government their respective agents to represent their exhibitors and watch over their interests.

ART. 6.

The Society's Managing Committee shall have no direct correspondence with foreign exhibitors having their respective Government representation in the terms of Art. 5.

ART. 7.

The Exhibition shall comprise—

- (1) one Belgian section;
- (2) as many other sections as foreign Governments there may be officially represented.
- (3) or if preferable, one single section for all foreign nations.

ART. 8.

Foreign Committees should inform the Society's Managing Committee, as soon as possible, what space of ground they may possibly require.

Consequent upon this information, the Managing Committee shall, in concord with the Government Commissioner-General, proceed, without delay, to allot the sites to each foreign section in proportion to their requirements.

This allotment effected, notice shall immediately be given to the Foreign Committees that they may avail themselves of the ground thus assigned to each of them.

ART. 9.

The Exhibition will be open to the works of Belgian and foreign artists that lived up to the 1st August 1880, comprised under one of the five following classifications:—

- (1) Pictures and Paintings.
- (2) Drawing in pencil, Water-colours, and Miniature.
- (3) Sculpture.
- (4) Architecture.
- (5) Engravings and Lithographing.

ART. 10.

The following shall be excluded:—

- (1) Porcelain or Faience Pictures.
- (2) Copies, except such as reproduce a work of art of a different design.
- (3) Art-works sent in by individuals other than the artists themselves, without their authorisation or that of their assigns.
- (4) Art-works included in the above five classifications that may not be duly protected by frames.
- (5) Anonymous works of art.

ART. 11.

The total number of Art-works to be exhibited by Belgian artists should be limited to—

700	under the 1st classification.
100	" the 2nd "
100	" the 3rd "
50	" the 4th "
50	" the 5th "

ART. 12.

The admission of Belgian Art-works shall be decided by a Jury appointed by the Government and composed of 33 members, of which 16 will be nominated by the Government, 16 by the Society's Managing Committee and the President, who shall be the Government Special Commissioner to the Fine-Arts Universal Exhibition.

Each delegation, the Government and the Society's, should include at least 14 artist-members, five of them to be general painters, three historical painters, two statuary artists, two architects or draughtsmen, and one engraver.

The said Jury shall decide also upon the admission of Art-works from foreign artists whose Governments may not be represented in the Exhibition.

Upon settlement of this affair, the Jury shall determine what Art-works should have the most prominent location. The Jury's decision shall hold good when the quorum shall consist of the majority of their members; but for deciding upon the admission of Art-works the majority should consist of two-thirds of the members present.

Secret balloting shall be granted whenever any Jury-man applies for it.

ART. 13.

For the proper display of Art-works, the Jury appointed according to Art. 12 shall constitute a Committee composed of their President and as many members as they deem necessary, provided the Government and the Society be equally represented between them.

ART. 14.

The Society's Managing Committee shall have made out an official catalogue of the Exhibition.

ART. 15.

Belgian artists shall be allowed carriage free for their goods to and from the Exhibition but only through Belgian railways, exclusive of any dray-carting expenses.

Foreign artists should send in their goods, all charges prepaid, to the Belgian frontier and take advantage of the special tariff No. 10, that is to say, of paying simply full import-fare and no export fare.

Goods from Belgian artists abroad must be sent in, all charges prepaid up to the Belgian frontier.

ART. 16.

General surveillance over the different sections shall be guaranteed by the Society. The Society's Managing Committee shall attend to—

- (1) the decoration of the whole Belgian Section;
- (2) receiving, unpacking, displaying, repacking, carriage and re-carriage of their Art-works and packages.

Foreign Commissioners shall attend to—

- (1) The decoration and organisation of their Sections.
- (2) The unloading and reloading of wagons, unpacking and repacking of their tapestries, &c., defraying their expenses, carriage and re-carriage of their packages, and special surveillance over their Sections during day-time.

In the management of their Sections, they should carefully look after the proper display of their goods all round, their separate classifications and ornamentations.

They shall enjoy the advantages offered by the special regulations respecting the transport, receiving, arranging, and re-shipping of their Art-works, as well as the advantages offered to foreign exhibitors by the customs tariff in the terms indicated in these regulations by the Belgian Government's General Commissioner.

ART. 17.

The despatch of goods shall be noticed by means of a certificate in triplicate, drawn up after a model to be hereafter forwarded in due time to interested parties, along with precise information as to dates, &c.

The packages of Art-works from foreign artists, whose Government may be represented according to Art. 5, should be labelled to the address of their official Committees: the Society's Managing Committee shall refuse every package not in conformity with this essential condition.

ART. 18.

An international prize-awarding Jury shall be appointed under the Government's auspices, who shall choose from among themselves their Chairman, Vice-chairman, and Secretary.

For every class of goods the number of Jurymen shall be divided between the Belgian and foreign nations in proportion to the number of exhibitors.

ART. 19.

The Committee of each nation officially represented shall nominate what Jurymen they may be entitled to choose as well as their Chairman and Secretaries.

Jurymen that Belgium may be entitled to elect shall be nominated by the Jury of admission in the terms of Art. 18, who shall also name their Chairman and Secretary.

In the same manner they shall elect extra Jurymen to substitute the titular ones in order of seniority or other special attribute, whenever their attendance shall be required by the Jury of the class they may belong to. Their office shall cease when those whom they replace present themselves.

Exhibitors called to serve on the international jury shall not be debarred from competing for the prizes.

ART. 20.

Every international jury for each class of goods shall have a Chairman, Vice-chairman and a Secretary elected by the said jury itself.

In case of equal division of votes, the President (or Vice-president acting for him) shall have the casting vote.

ART. 21.

The nature of rewards shall be subsequently determined.

ART. 22.

The Society shall organise, as usual, with the Government sanction, a lottery of Art-works acquired from among those exhibited by Belgian or foreign artists.

ART. 23.

The Exhibition shall be kept open daily during the hours which the Society's Managing Committee shall fix.

It may, however, be closed under exceptional circumstances, should the Managing Committee deem necessary to do so.

ART. 24.

The entrance fee shall hereafter be fixed by the Society's Managing Committee.

ART. 25.

Exhibitor-artists shall be allowed each one a free ticket for the whole time the Exhibition lasts.

Such tickets shall bear the privileged receiver's signature, and be produced whenever required; if lost, under no circumstance shall they be replaced.

ART. 26.

No Art-work whatever displayed at the Exhibition shall be copied or reproduced in any shape whatsoever, unless the exhibitor or his representative consents to it by means of a special authorisation issued by the Government Commissioner-General.

ART. 27.

Nothing exhibited shall be allowed withdrawal from the Exhibition before its clôture, unless the exhibitor produces to that effect a permit in writing from the Government Commissioner-General.

ART. 28.

The goods exhibited shall be returned to the exhibitors, as soon as practicable, unless directed to the contrary after the clôture of the Exhibition.

Whatever goods exhibited, unreturned for want of sufficient packing or labels indicative to their return destination, shall be considered given up to the Society, who will dispose of them as they think fit, unless the said goods be claimed within six months by the owners.

ART. 29.

Steps shall be taken to protect the goods exhibited from theft and every kind of damage; but by no means will the Managing Committee be liable to make them good, whatever may be the extent and cause of such damages.

The exhibitors shall be, moreover, free to insure their exhibits for themselves against such losses, should they deem expedient to do so.

ART. 30.

The would-be exhibitors declare hereby to abide by these as well as any other regulations that might be promulgated hereafter.

Antwerp, 15th October 1884.

PIERRE KOCH,
*Secretary to the Royal Society
of Fine-Arts.*

JACQUES CUYLITS,
*President-Royal Society of Fine-Arts and Special
Commissioner to the Belgian Government.*

ARTHUR VANDEN NEST,
*Chief Secretary to the
Antwerp Fine-Arts Committee.*

Approved:

LEOPOLD de WAEL,
*Antwerp College of Burgomaster
and Aldermen.*

Seen and presented:

J. GODY,
*Secretary-General to the Belgian
Government General Commissioner.*

COUNT A. D'OULTREMONT,
*Commissioner-General to the
Belgian Government.*

Sanctioned:

CHEV. DE MOREAU,
*Secretary of State
for Agriculture, Industry and Public Works.
Brussels, 31st October 1884.*

ORDER.—Ordered that the above papers be published for general information in the Supplement to the *Gazette of India*; and that copies be forwarded to the several local Governments and Administrations noted on the margin, for publication in the local Gazettes.

Government of Madras.
" Bombay.
" Bengal.
" the North Western Provinces and Oudh.
" the Punjab.
Chief Commissioner, Central Provinces.
" British Burma.
" Assam.
Secretary for Berar to the Resident, Hyderabad.

True Extract

T. W. HOLDERNESS,
Officiating Secretary to the Government of India.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.

REMARKS ON THE REPORT OF THE GEOLOGICAL SURVEY OF INDIA AND
GEOLOGICAL MUSEUM FOR THE YEAR 1884.

Nos. 76 & 77 B.
47—2.

Extract from the Proceedings of the Government of India, in the Revenue and Agricultural Department (Surveys),—under date, Calcutta, the 17th February 1885.

Read—

The Report of the Geological Survey of India and of the Geological Museum for the year 1884, received under cover of the Superintendent's letter No. 56, dated the 2nd February 1885.

RESOLUTION.—As mentioned in the Resolution on last year's report Mr. Foote's deputation to examine the country between Bezvada, the Singareni coal-field, and Hyderabad caused a temporary break in the exploration of the Billa Surgam caves in the Kurnool District. Operations were, however, resumed under Lieutenant H. B. Foote, R.A., and have resulted in interesting discoveries of the remains of animals which no longer inhabit the region, and of human bones and articles of human manufacture, at a depth of 16 feet below the surface. Mr. Foote's explorations were fruitless as regards coal, but resulted in the discovery of a strong lode of rich iron-ore. In the Chhatisgarh coal-fields Dr. King was engaged in exploring for coal near the line of the projected Nagpur-Bengal Railway. Borings are now being sunk under Dr. King's directions. The explorations in progress under Mr. Hughes in the Rewah coal-fields were continued during the year with great success, and an extensive colliery is being opened under his directions from which coal will be conveyed by means of a branch line of railway now under construction from Katni. Geological explorations were commenced by Mr. Bose in the basin of the Upper Mahanadi, regarding the results of which the Superintendent reports unfavourably. Mr. Oldham continued his exploration of the Siwaliks and the outer Himalayan ranges to the north of Dehra-Dun. A full summary of the conclusions tentatively arrived at is given in the Superintendent's Report, as Mr. Oldham's temporary deputation to the Andamans for duty with the Topographical Survey party may delay the publication of his complete report. The results of Mr. Griesbach's observations in the Takht-i-Suleman hills were published during the year, but his work would seem to have been somewhat superficial in character. This officer is now employed with the Boundary Commission. Mr. Mallet was deputed during the year to the Andamans to report on some ores recently discovered, and he took the opportunity to examine the interesting volcanic sites of Barren Island and Narcondam. Advantage was taken of the Aka Expedition to depute Mr. LaTouche to examine the geology of the Aka country, and though the nature of the ground confined him to the rocks in the stream courses, sufficient observations were taken to establish the geological identity of the Aka country with the Daffa country on the east and the Bhutan Duars on the west. Mr. LaTouche also explored the Langrin coal-field on the south-western ridge of the Garo hills and established the existence of an abundant supply of very fair coal on the border of the Sylhet plain.

2. The publications of the Department consisted of memoirs by Messrs Buse and Fedden on the Lower Nerbudda Valley and Kattiawar respectively, of the usual Records, and of further contributions to the *Palaeontologia Indica*. These last were all of a very interesting and important character. Mr. Lydekker brought out five parts of Series X on the Indian tertiary and post-tertiary vertebrata, which have received very high praise from competent authorities.

Dr. Waagen's valuable work on the fossils of the Salt Range was continued by the publication of Parts 3 and 4 of the Brachiopoda of the Productus Limestone. A large fasciculus of Series XIV, descriptive of the tertiary and upper cretaceous fossils of Sind, due to the labours of Professor Martin Duncan and Mr. Percy Sladen, was issued early in the year.

3. The Musuem was enriched during the year by several contributions from the Australian Colonies of collections which had been shown at the Calcutta Exhibition.

4. The administration of the Department was in the hands of Mr. Medlicott for one-half of the year, and of Dr. King, who officiated as Superintendent during Mr. Medlicott's absence on leave, for the remainder.

The thanks of the Government of India are due to both these officers for the manner in which they performed their responsible duties.

ORDER.—Ordered, that the above Resolution be communicated to the Superintendent of the Geological Survey of India for information and communication to the officers of the Department, and also that it be published in the Supplement to the *Gazette of India*.

(True Extract)

T. W. HOLDERNESS,

Offg. Secretary to the Government of India.

GOVERNMENT
DEPARTMENT OF PUBLIC WORKS

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT THE PROVINCE

QUANTITIES PER RUPEE

		QUANTITIES PER RUPEE																															
Provinces.	Districts.	Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Cholum, Jonar), Holcus Sorghum.			Burrach Millet (Cenchrus, Bajra, Pennisetum)																
		Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.														
		S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.												
MADRAS.	Ganjam	...	12	8	8	13	...	...	...	10	2	10	2	11	3	12	6	12	6	13	10	22	10	22	10	25	10	22	11	22	11	21
	Vizagapatam	18	0	18	0	13	0	...	...	...	11	14	11	14	12	14	14	0	16	0	16	0	25	0	23	0	23	0	...	...	...
	Godavery	12	10	16	3	10	13	...	...	...	16	3	13	8	13	0	17	6	16	5	14	3	20	5	19	13	21	5	...	...	...
	Kistna	12	8	11	0	9	13	...	...	...	13	14	13	14	12	10	16	0	15	0	16	0	20	10	23	0	22	3	20	14	21	0
	Nellore	9	0	10	8	1	3	...	...	...	11	8	12	0	12	6	12	14	13	8	13	5	23	11	22	14	28	0	23	3	23	3
	Cuddapah	11	13	11	0	14	0	...	...	...	...	...	...	11	13	9	11	10	13	13	0	19	5	19	10	33	0	18	13	19	11	3
	Anantapur	10	5	11	8	1	8	...	...	...	10	11	11	3	12	5	11	14	12	6	13	8	19	10	19	10	37	2	17	11	16	14
	Bellary	12	8	13	6	15	6	...	...	...	11	6	11	6	11	0	12	2	12	14	11	6	20	8	21	3	34	3	20	0	19	6
	Kurnool	12	11	12	6	10	13	...	...	...	11	13	11	10	13	14	13	0	12	13	16	8	31	10	21	10	23	0	23	13	20	13
	Madras	10	10	10	10	10	8	...	...	...	12	0	12	0	15	1	12	13	13	18	2	...	...	...	...	...	...	...	...	...	...	...
	Chingleput	...	...	...	...	...	...	...	...	...	11	3	12	2	15	14	12	14	15	0	17	14	20	14	24	10	...	...	...	...	...	...
	North Arcot	9	5	9	5	10	3	...	...	...	10	6	10	0	15	3	11	13	10	14	17	8	...	...	...	...	...	...	...	...	...	...
	South Arcot	6	10	7	0	8	10	...	...	...	10	13	10	13	19	2	18	6	13	6	20	14	31	...	...	...	...	...	...	...	...	...
	Tanjore	8	13	8	13	11	0	...	...	...	11	8	9	11	16	3	12	0	10	14	17	0	...	...	...	...	...	...	...	...	...	...
	Trichinopoly	8	14	8	14	9	3	10	2	10	2	15	13	10	10	10	18	3	19	6	19	6	33	14	23	8	23	8	23	8
	Madurai	9	0	8	10	10	14	...	...	...	9	8	9	8	12	11	11	3	11	3	16	0	18	5	18	5	37	13	25	6	25	6
	Tinnevely	9	10	9	10	9	3	...	...	...	12	10	11	11	14	8	13	2	13	2	16	6	13	14	13	14	21	10	13	0	14	0
	Coimbatore	10	11	10	11	13	2	...	...	...	9	10	9	10	11	3	10	6	10	6	12	0	13	14	13	14	21	10	13	0	14	0
	Nilgiris	7	2	8	8	9	3	...	...	...	10	13	11	3	16	0	11	5	11	13	18	13	18	3	18	3	29	2	19	11	19	11
	Salem	10	3	10	3	13	10	...	...	...	9	11	9	11	7	13	13	11	13	11	13	11	...	...	...	...	...	...	...	...	...	...
	South Canara	12	14	13	8	10	5	...	...	...	13	0	13	3	14	3	13	13	14	0	16	0	...	...	...	...	...	...	...	...	...	...
	Malabar	9	0	9	0	8	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BOMBAY.	Pombay	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ahmedabad	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Kaira	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Surat	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Broach	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Tanna (Salsette)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Colaba (Mithag)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Khandesh (Dhulia)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Nasik	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Ahmednagar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Loona	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Sholapur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Kal dgi (Bagalkot)	No return received			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

* The Collector has been called upon to explain how the retail price happens to be lower than the wholesale price.
 † The above prices are the retail prices of salt per rupee were ...
 ‡ The retail price of salt in the interior ranged from 12 to 16 cents per rupee.
 § The retail price of salt in the interior ranged from 11-12 to 13-6 cents per rupee.

E AND COMMERCE

FOR THE 2nd HALF OF JANUARY 1885.

ERS OF 80 TOLANS.

† In common use.

PRICES CURRENT OF FOOD-GRAINS THROUGH

QUANTITIES PER

QUANTITIES PER

PROVINCE.

DISTRICTS.

Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Chalam, Jowar). Raicer sorghum.			Balanah (Carnarvon). Panicum.		
Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.	Present fortnight.	Past fortnight.	Corresponding fort- night of 1884.
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.

Central Districts.

Calcutta
24-Pergunnahs
Nuddea.
Khoolna
Jessore
Moorsheadabad
Dinagapore
Rajahmudy
Rangpore
Pogra
Pubna
Darjeeling
Jalpaiguri

16 4	16 4	15 0	18 8	18 8	18 0	8 4	8 4	7 0	11 8	11 6	11 0	11 10	11 8	11 8	18 0	18 0	18 0
16 0	16 0	15 5	17 12	18 12	17 8	8 0	8 0	8 0	17 12	17 12	14 8	...	...	...	...	...	...
17 4	17 4	16 0	22 15	25 8	24 8	18 13	12 13	12 6	13 14	13 13	13 54	...	...	...	...	...	...
14 4	14 0	14 8	...	...	...	13 4	13 0	12 12	17 0	17 0	16 8	...	...	...	...	...	...
18 0	17 0	16 0	...	...	...	13 4	13 0	12 0	16 0	16 0	16 0	...	...	...	...	...	...
17 8	17 0	16 0	16 8	16 0	15 0	15 9	15 0	13 4	18 0	17 6	16 0	...	...	...	...	...	...
14 4	14 4	16 8	18 12	21 0	24 0	13 8	13 8	10 8	15 0	16 8	15 0	...	...	...	...	...	...
16 8	17 4	17 4	...	...	...	9 0	8 0	10 0	15 0	10 0	13 5	...	...	...	...	...	...
13 12	11 14	10 0	...	...	...	12 0	10 8	10 8	17 4	17 4	16 8	...	...	...	...	...	...
15 0	12 0	15 0	...	...	...	8 4	8 4	8 0	15 0	14 4	14 4	...	...	...	...	...	...
18 12	19 2	18 0	...	...	...	5 0	5 0	5 8	11 0	12 0	11 0	...	...	...	...	...	...
10 0	10 0	9 0	9 0	9 0	10 0	13 0	13 0	13 0	16 0	16 0	16 0	...	...	...	...	...	...
13 0	13 0	10 0	20 0	20 0	20 0	13 0	13 0	13 0	16 0	16 0	16 0	...	...	...	...	...	...

Eastern Districts.

Dacca
Forcespore
Backergunge
Mymensingh
Chittagong
Naokhali
Tippurah
Chittagong Hill Tracts
Hill Tipperah

13 0	13 0	15 0	28 0	28 0	16 8	16 0	16 0	13 4	18 0	18 0	14 0	...	...	...	...	...	...
16 0	16 0	22 0	34 0	31 0	30 0	14 0	14 0	14 0	18 0	18 0	18 0	...	...	...	...	...	...
12 8	13 0	13 4	...	...	...	13 0	13 0	10 0	16 12	17 0	16 0	...	...	...	...	...	...
15 0	16 0	13 0	...	...	...	13 0	14 0	13 0	18 0	17 0	18 0	...	...	...	...	...	...
13 5	12 4	13 5	...	...	...	15 4	16 13	14 12	18 13	18 4	18 4	...	...	...	...	...	...
12 4	12 4	13 5	...	...	...	12 4	12 4	13 5	13 5	13 7	16 0	...	...	...	...	...	...
12 0	12 0	10 0	...	...	...	14 0	14 0	14 0	20 0	18 0	20 0	...	...	...	...	...	...

Behar.

Patna
Gya
Shahabad

22 0	22 0	20 0	32 0	32 0	22 0	10 8	10 8	10 10	21 0	21 0	13 0	...	...	...	...	...	...
18 0	18 8	16 8	25 0	22 0	21 0	9 0	9 8	10 0	14 0	14 0	13 0	...	...	...	...	...	...
20 8	20 17	20 0	24 0	25 0	24 0	9 0	9 0	9 0	15 8	14 0	13 0	28 0	25 0	21 0

Darbhanga

18 11	19 4	13 0	26 4	11 0	11 0	10 0	14 14	14 13	13 0
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Monroepore

Baran
Chunarn
Monghyr

19 0	20 0	18 0	30 0	24 0	25 0	12 0	13 0	10 0	15 0	16 0	13 8
19 8	19 8	18 0	28 0	23 0	24 0	8 4	8 0	9 0	17 8	18 0	15 0	30 0	31 0	23 0	...	...	...
17 0	17 0	17 0	20 0	23 0	...	12 0	12 0	9 0	17 8	18 0	15 0	...	...	...	...	...	...
21 0	23 1	17 13	31 0	21 0	21 0	10 8	11 9	13 1	14 12	15 4	13 10

Bhagalpur

20 3	20 13	16 6	20 8	17 10	20 8	10 11	12 10	10 11	13 14	14 8	12 10
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Purneah

Madish
South-Pergunnahs

18 0	18 0	18 0	15 0	15 0	16 0	16 0	16 0	16 0
20 0	20 0	20 0	11 8	12 0	11 0	15 0	15 0	14 0
16 0	16 0	17 0	...	...	...	11 8	11 0	14 4	16 0	15 0	17 0	...	...	...	...	...	...

Orissa.

Cuttack

Lucor
Balasore

22 5	22 5	14 7	...	...	...	13 3	13 2	13 2	19 11	19 11	19 0	...	...	...	...	...	...
14 7	17 1	11 13	...	...	...	17 1	15 12	14 7	18 6	21 0	21 0	...	...	...	...	...	...
15 0	15 8	14 0	11 0	11 0	...	13 0	13 0	16 0	23 0	24 0	21 8	...	...	...	...	...	...

CHOTA NAAGPUR.

South-Western Frontier Agency.

Haziribagh
Lohardagga
Singhoom
Manbhoom

14 8	15 0	14 0	...	15 0	...	11 0	11 8	9 0	18 0	18 0	15 0	...	...	...	...	...	...
12 0	14 0	14 0	...	...	15 0	18 0	18 0	16 0	22 0	21 0	20 0	...	...	...	...	...	...
20 0	20 0	16 0	20 0	20 0	21 0	20 0	20 0	20 0	20 0	20 0	24 0	...	...	...	...	...	...
16 0	16 0	14 0	...	...	...	16 0	15 0	15 0	20 0	21 8	21 0	...	...	...	...	...	...

- * The retail price of common rice in the interior ranges from 21 seers to 30 seers and 3 chittacks per rupee.
 † In the subdivisions the retail prices of salt per rupee were:—Baran and Haziribagh 13 seers, Balasore 12-13 seers, and Haziribagh 12-13 seers.
 ‡ In the subdivisions the retail prices of salt per rupee were:—Haziribagh 13 seers, Balasore 12-13 seers, and Haziribagh 12-13 seers.
 § In the subdivisions the retail prices of salt per rupee were:—Balasore 12-13 seers, Haziribagh 13 seers, and Haziribagh 12-13 seers.
 ¶ In the subdivisions the retail prices of salt per rupee were:—Balasore 12-13 seers, Haziribagh 13 seers, and Haziribagh 12-13 seers.
 †† In the subdivisions the retail prices of salt per rupee were:—Balasore 12-13 seers, Haziribagh 13 seers, and Haziribagh 12-13 seers.
 ††† In the subdivisions the retail prices of salt per rupee were:—Balasore 12-13 seers, Haziribagh 13 seers, and Haziribagh 12-13 seers.
 †††† In the subdivisions the retail prices of salt per rupee were:—Balasore 12-13 seers, Haziribagh 13 seers, and Haziribagh 12-13 seers.
 ††††† In the subdivisions the retail prices of salt per rupee were:—Balasore 12-13 seers, Haziribagh 13 seers, and Haziribagh 12-13 seers.

OF 80 TOLANE.

1. The retail price of salt in the interior ranged from 9 to 12-5000s per rupee.
 2. In the sub-divisions the retail prices of salt per rupee were:—Mamunghat 13 5000s and Chandpore 12-5000s.
 3. The retail prices of salt in the sub-divisions of Banerwah and Bhishwah were 11-5000s and Nowada 10-5000s.
 4. In the sub-divisions the retail prices of salt per rupee were:—Madhubani 12 5000s and Tajpore 11-5000s.
 5. The retail price of salt in the interior ranged from 9 to 12-5000s per rupee.
 6. In the sub-divisions the retail prices of salt per rupee were:—Cawan 11-5000s and Gopalpore 12 5000s.
 7. In the sub-divisions the retail prices of salt per rupee were:—Bhugraul 11 5000s and Jamsi 12 5000s.
 8. The retail prices of salt at the Ahmednagar sub-division and at Haneengaur in the Arerach sub-division were 10 5000s per rupee.
 9. The retail prices of salt at the Khoran sub-division were 10 5000s per rupee.
 10. The retail prices of salt at Bhudwah sub-division were 10 5000s per rupee.
 11. The retail prices of salt at Chitra were 11 5000s and at Aburakhda 12 5000s per rupee.
 12. The retail price of salt at the Govindpore sub-division was 12 5000s per rupee.

PRICES CURRENT OF FOOD-GRAINS THROUGH

[illegible]

[illegible]

PRICES CURRENT OF FOOD GRAINS THROUGH

QUANTITIES PER

Provinces.		Districts.	QUANTITIES OF GRAIN.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
			Wheat.			Barley.			Rice (best sort).			Rice (common).			Great Millet (Cholum, Jawar, Khar, Sorghum).			Burrus (Lumpoo, Pongolam).																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
			Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.	Present fortnight.	Past fortnight.	Corresponding fortnight of 1884.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
PUNJAB—continued.	Kangra																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

TERS OF 80 TOLANS.

[illegible]

PRICES CURRENT OF FOOD-GRAINS THROUGHOUT THE UNITED STATES

[illegible]

DEPARTMENT OF FINANCE AND COMMERCE,
(Statistical Branch.)

A FOR THE 2nd HALF OF JANUARY 1885 —concluded.

ERS OF 80 TOLAHS.

Millet, Ragi,
Kharra, Verran,
Chenna, Corallo,
Mun, Nalra, Pasa,
Mudicam, &c.

Gram.												Firewood.						Salt.												Districts.		Provinces.		
Present fortnight.				Past fortnight.				Corresponding fortnight of 1884.				Present fortnight.		Past fortnight.		Corresponding fortnight of 1884.		Wholesale.				Retail.				Present fortnight.		Past fortnight.		Corresponding fortnight of 1884.				
S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	
...	
28	18	30	5	24	7	24	0	29	4	110	0	110	0	110	0	11	10	12	6	12	1	10	9	10	13	10	13	No return received				Bangalore	Mysore.	
...		Kolar
...		Tumkur
...		Mysore
...		Shimoga
...		Kadur
...		Coorg
...		Jaypore
...	Kishangurh	
...	Kerrowlee	
...	Ulwar	
...	Bhurspore (City)	
...	Ajunera	
...	Deoli Cantonment	
...	Krinpara	
...	Sirohee	
...	Abu	
...	Anandra	
...	Balmora	
...	Jeyashinore	
...	Hilly Tracts of Meywar	
...	Meywar (Oodeypore)	
...	Banswara (Meywar Agency)	
...	Partabgarh	
...	Marwar (Jodhpore)	
...	Rikaneer	
...	Boondee	
...	Kotah	
...	Tonk	
...	Jhallawar	
...															

• Eight pice per bundle.

D. BARBOUR,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

No. XXXVIII of 1884-85.

APPROXIMATE STATEMENT OF GROSS RECEIPTS AND EXPENSES OF INDIAN RAILWAYS.

Date Return received.	Railways.	Total length open.	RECEIPTS FOR LAST 9 DAYS OF DECEMBER 1894.		Total length open.	RECEIPTS FOR LAST 11 DAYS OF DECEMBER 1894.		TOTAL RECEIPTS FROM 1st APRIL TO 31st DECEMBER 1894.		TOTAL RECEIPTS FROM 1st APRIL TO 31st DECEMBER 1894.		Total Increase in 1894-95.	Total Decrease in 1894-95.
			Total.	Per mile open.		Total.	Per mile open.	Total.	Per mile open per week.	Total.	Per mile open per week.		
Jan. 1885	<i>Guaranteed.</i> Oudh and Rohilkhand	547	1,44,297	264	594	1,46,445	247	43,66,358	197	37,53,493	169	6,12,860	
ditto	Sind, Punjab, and Delhi	764	3,24,762	431	706	3,18,316	451	83,39,475	285	80,15,192	279	3,24,283	
ditto	Madras	861	2,06,940	240	861	2,25,223	262	59,16,489	147	52,89,750	155	2,72,261	
ditto	South Indian	655	97,793	149	654	80,318	123	30,10,744	116	31,80,676	123	1,69,932	
ditto	Great Indian Peninsula	1,458	8,77,161	602	1,504	8,80,336	585	2,44,03,941	434	2,43,31,000	421	71,941	
ditto	Bombay, Baroda, and Central India	461	3,24,723	704	461	3,92,137	829	89,19,889	493	86,23,682	484	3,804	
	TOTAL	4,786	19,75,675	417	4,780	20,32,685	425	5,38,55,896	288	5,33,97,909	286	4,58,087	
Jan. 1885	<i>State.</i> East Indian	1,509	12,27,120	813	1,509	12,76,405	840	3,74,17,155	626	3,08,50,609	517	65,66,546	
ditto	Eastern Bengal	233	1,85,181	795	233	2,05,589	882	39,44,025	475	29,79,841	323	9,64,184	
ditto	Nalhati	27	1,657	61	27	1,846	68	59,582	58	57,651	54	1,931	
ditto	Northern Bengal	239	86,688	363	249	1,00,000	402	16,54,304	177	16,73,907	170	91,503	
ditto	Kaunia-Dharla	32	5,285	165	37	5,682	153	92,404	79	1,09,270	78	16,866	
ditto	Tirhoot	193	22,891	119	236	32,721	145	6,94,631	102	9,23,789	113	2,39,157	
ditto	Patna-Gya	57	12,339	216	57	14,253	250	3,40,740	151	3,93,263	174	52,463	
ditto	Cawnpore-Achnera	138	16,683	121	240	29,806	124	4,23,542	78	7,14,401	75	2,90,859	
ditto	Dildarnagar-Ghaziipur	12	1,148	96	12	1,244	104	34,795	79	35,077	74	282	
ditto	Rajputana-Malwa	1,117	8,95,402	354	1,120	4,54,040	405	94,07,032	213	90,62,403	204	3,44,619	
ditto	Bewari-Ferozpur	89	14,187	159	241	34,220	142	2,69,116	76	5,94,129	87	3,25,011	
ditto	Wardha Coal	45	17,793	394	45	33,434	744	5,32,734	297	4,57,516	237	71,218	
ditto	Nagpur and Chhattisgarh	149	39,509	205	149	34,549	232	8,64,333	149	8,82,140	149	17,807	
ditto	British Burma	161	32,591	202	254	43,590	171	10,24,428	161	14,34,840	153	4,10,412	
ditto	Sindia	75	10,798	144	75	17,064	229	2,51,898	85	2,65,192	89	13,294	
ditto	Panjab Northern	421	92,003	219	447	93,569	209	23,97,289	144	24,27,880	137	30,591	
ditto	Indus Valley	660	1,80,833	374	610	1,96,000	297	53,93,767	207	57,33,349	219	3,39,582	
ditto	Amritsar-Pathankot				66	8,552	129			1,65,692	67	1,65,692	
ditto	Bareilly-Filibhit				36	1,248	35			(a) 5,328	16	5,328	
	TOTAL	3,648	11,05,913	303	4,174	18,07,871	313	2,73,70,562	192	2,79,15,507	169	5,44,945	
	AND TOTAL (GUARANTEED AND STATE)	8,899	43,08,708	436	10,463	46,16,461	441	11,86,43,613	304	11,21,63,925	272	64,79,688	
	GROSS ESTIMATED EXPENSES							5,90,31,935	151	6,01,09,707	146		
	NET RECEIPTS							5,96,11,628	153	5,20,54,218	126	75,67,410	
Jan. 1885	<i>Associated Companies.</i> Bengal Central	52	4,168	80	136	14,014	111	67,115	61	3,55,831	73	2,69,216	
ditto	Rohilkhand & Kumaon				67	1,785	27			(b) 12,598	31	12,598	
ditto	Assam	40	1,982	80	70	5,798	83	45,295	51	1,69,179	64	1,23,794	
ditto	Southern Mahratta				214	19,339	90			1,95,726	41	1,95,726	
ditto	Bengal and North-Western				75	2,810	37			68,777	25	68,777	
	TOTAL	92	6,170	67	559	43,780	79	1,32,500	57	8,02,601	44	6,70,101	
Jan. 1885	<i>Native States.</i> Bhavnagar-Goudal	193	18,971	95	193	27,230	142	6,74,221	88	8,43,618	110	1,69,397	
ditto	Jodhpur	19	868	46	44	3,420	78	29,000	39	48,549	32	19,549	
ditto	Nizam's	121	86,786	304	121	36,206	317	6,35,768	132	7,20,109	150	84,341	
ditto	Mysore	86	8,011	93	140	11,621	82	2,37,299	70	2,84,746	65	47,447	
ditto	Rajpura-Patiala				16	1,393	87			(c) 5,603	44	5,603	
	TOTAL	419	64,036	153	514	69,870	136	15,76,298	95	19,02,630	100	3,26,342	

(a) As regards the figures in column "Total receipts from 1st April 1884 to date," audited figures have been stated of as far as possible.
Total receipts from 1st October to 31st December 1884.

(b) Total receipts from 2nd November to 31st December 1884.
(c) Total receipts from 1st November to 31st December 1884.

FRED. FIREBRACE, Major, R.E.,
Under-Secretary.

FRED. FIREBRACE, Major, R.E.,
Under-Secretary.
G.I.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REPORTS ON THE STATE OF THE SEASON AND PROSPECTS OF THE CROPS FOR
THE WEEK ENDING THE 18th FEBRUARY 1885.

GENERAL REMARKS.—Rain has fallen in several districts in Bengal and in the Central Provinces, in two or three places in the Punjab, at Gauhati and Dibrugarh in Assam, and in Ganjam in the Madras Presidency. The fall has been of benefit to the crops in Bengal, but in some places in the Central Provinces it has caused slight damage.

In Madras and Mysore prospects remain unchanged. In Coorg threshing of rice is almost complete. The *rabi* harvest continues in places in Bombay, and prospects are good. In Hyderabad, Central India, and Rajputana agricultural prospects continue satisfactory. The prospects of the *rabi* are excellent in the Punjab. In the North-Western Provinces and Oudh prospects are still favourable, though in some districts the crops have suffered from blight and insects. In Partabgarh the opium crop has been considerably damaged by hail. Cloudy weather prevails in the Central Provinces and is not favourable to the crops. In the southern districts wheat is fast ripening, and linseed harvesting is in progress.

In Bengal the *rabi* harvest continues and lands are being prepared for the coming crops. In the Gya District 637 persons are employed on road works and there are 38 persons on the relief register. In Assam standing crops are doing well; mustard and sugarcane are being cut and ploughing for the ensuing crop has commenced. In British Burma the rice harvest is over and crops are being housed.

Cholera is increasing in Travancore but abating in Coimbatore and Tanjore. Smallpox exists in several provinces, otherwise the public health is generally good; prices are generally stationary.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Madras—(Feb. 18th)		
Bellary	Nil	Standing crops, dry crops generally and wet crops in parts, withering from want of rain; harvest paddy and dry grains, yield below average.
Kurnool	"	Standing crops good except in one division and in parts of 3 taluks where they are withering from want of rain; harvest <i>cholum</i> and pulses, outturn below average; smallpox and cattle-disease exist.
Ganjam	Average 37	Fever prevalent; cattle-disease slight.
Kistna	Nil	Standing crops good; river 05 ft. over anicut; fever and smallpox exist; 12 deaths from cholera.
Chingleput (Madras)	"	Standing crops in parts of 3 taluks affected by insects; harvest paddy, outturn below half the average; smallpox and cattle-disease exist; cholera abating, 41 deaths.
Coimbatore	"	Standing crops wet good, dry fair in 4 taluks, elsewhere failing; harvest wet and dry grains, outturn wet average, dry generally below average; fever exists; cholera abating, 153 deaths.
Tanjore	"	Standing crops generally good; harvest wet and dry crops, outturn below average; cholera abating, 182 deaths.
Madura	"	Fever prevalent; 59 deaths from cholera.
Malabar	"	Harvest of second crop paddy nearly over; operations for third rice crop in progress; fever exists; smallpox and cattle-disease slight; 55 deaths from cholera.
Travancore	"	Harvest second crop paddy almost over; smallpox and fever prevalent; cholera increasing, 31 deaths at Travandrum.
		<i>General Remarks.</i> —General prospects fair except in parts of Bellary and Anantapur.
Bombay—(Feb. 18th)		
Karachi	Nil	River at Kotri on 3rd 7 feet against 3 feet 10 inches on same date last year; fever in seven talukas; cattle-disease in three talukas; loss of 47 buffaloes, 44 cows and bullocks; cholera cases during the week—in Sakro 9 cases, 6 deaths, and Ghorabari 24 cases, 16 deaths; 9 cases of smallpox remaining in Karachi; disease in 32 villages in the districts, 45 fresh cases, 6 deaths, 33 remaining sick; <i>rabi</i> crops coming on well; prices—wheat, red rice, and <i>bajri</i> in Karachi 13, 28, and 40; in Dadu 40, 32, and 44; in Tatta 28, 40, and 44; and in Sajawal 26, 42, and 42 lbs. per rupee respectively.
Hyderabad	"	River at Kotri on 12th 7 feet against 3 feet 11 inches on same date last year; <i>rabi</i> crops of 4 talukas good; fever in two and smallpox in one taluka; measles in Hyderabad; prices of grain steady.
Ahmedabad	"	Cotton crops middling, other crops healthy; slight fever in Dholka; wheat 32 and <i>bajri</i> 33 lbs. per rupee.
Baroda	"	Public health fair; fever in Kadi Division; standing crops in good condition; prices— <i>bajri</i> 34 and rice 24 lbs. per British rupee.
Surat	"	Standing crops healthy; cotton-picking commenced; fever in Bardoli, Pardi, and Mandvi talukas; <i>jowari</i> 38 and <i>nagis</i> 44 lbs. per rupee.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bombay—contd.		
Nasik	<i>Nil</i>	<i>Rabi</i> crops generally good; slight injury to crops by mildew in Sinnar, Chandor, and Baglan, and by rats in Malegaon; public health generally good; 18 cases of cholera in Nasik city and 35 in Trimbak, 2 fatal in city and 13 in Trimbak; wheat 37, <i>bajri</i> 36½, and rice 24 lbs. per rupee.
Colaba (Bombay)	"	Average abnormal temperature 3° cool; vapour in air defective on 11th and from 15th to 17th; abnormal wind northerly on 11th and southerly on 13th.
Poona	"	<i>Rabi</i> crops generally good; reaping in progress in four talukas; cattle-disease in places at Khed and Sirur talukas; three fatal cholera cases in Junnar taluka; <i>bajri</i> 33 and <i>jowari</i> 41, in Poona <i>bajri</i> 30 and <i>jowari</i> 35 lbs. per rupee.
Ahmednagar	"	Reaping of <i>rabi</i> continues; public health good; <i>jowari</i> 44 to 72 and <i>bajri</i> 38 to 48 lbs. per rupee.
Sholapore	"	Reaping of <i>rabi</i> crops general throughout the district; <i>jowari</i> 41 lbs. 20 tolas and <i>bajri</i> 38 lbs. 12 tolas per rupee.
Dharwar	"	Harvesting of wheat and gram in progress; exotic cotton blighted in some villages of 3 talukas; scarcity of fodder in Navalgund, Nargund, Mundargi, and Karajgi; that of drinking water in Nargund, Bankapur, Hangal, Karajgi, and Kod; slight fever in Ranabennur and Kod talukas; rice 23 to 32 and <i>jowari</i> 37 to 56 lbs. per rupee.
Kanara	"	Weeding and transplanting second crop rice plants; sugarcane harvest on coast; fever subsiding; smallpox, 3 deaths in Supa and 2 in Sirsi; cattle-disease in Supa; common rice in Karwar and in district average 14 seers per rupee.
Rajkot	"	General health good; smallpox among cattle continues in Dedan <i>bajri</i> 34 and <i>jowari</i> 42 lbs per rupee.
		<i>General Remarks.</i> — <i>Rabi</i> harvest continues in parts of five districts; standing crops slightly injured in a few places, but generally in good condition; gram, wheat and cotton withered in parts of Kaladgi; scarcity of fodder and drinking water continues in several talukas of Dharwar and Belgaum and of fodder in parts of Kaladgi; cholera and cattle disease in parts of six districts; smallpox in parts of ten and fever in parts of fifteen districts.
Bengal—(Feb. 17th)		
Chittagong	<i>Nil</i>	Weather cloudy; winter crops are promising well; prices of food-grains stationary; sporadic cases of cholera prevail throughout the district.
Dacca	15	Prospects of crops good; <i>mung</i> and mustard are being gathered; sowing of <i>boro</i> paddy nearly completed; a good deal of smallpox in the district.
24-Pergunnahs	11	Prospects of winter crops good, harvesting of which is going on; price of common rice varies from 15½ to 17½ seers per rupee; public health generally good.
Mooredabad	26	Weather changeable with occasional showers of rain; prospects of <i>rabi</i> crops are generally favourable, but in some parts they have been damaged by a severe hailstorm; common rice is selling at from 14 to 16½ seers per rupee; public health good.
Burdwan	<i>Nil</i>	Some rain fell in the sub-divisions of Cutwa and Raneeunge; prospects of <i>rabi</i> crops good and the rain has improved them; price of rice stationary; public health good.
Bangpore	"	Price of food-grains stationary; public health good.
Bhagulpore	"	Prospects of crops good; price of rice stationary.
Furneah	"	Standing crops promise fairly well; rain is wanted for wheat, specially for later sowings; ploughing for <i>bhadoi</i> paddy is progressing; common rice is selling at 16 seers per rupee; public health fair
Patna	"	Reaping of <i>rabi</i> crops is pushed on; insects have eaten up peas and particularly injured gram; opium is being collected.
Durbhanga	<i>Nil</i>	<i>Rabi</i> crops are rapidly ripening; prospects of poppy continue favourable; harvesting of mustard is in progress; prices of food grains are slightly falling; general health good.
Hazaribagh	35	Weather cold; the rain has done much good to <i>rabi</i> crops; smallpox still reported from the interior, otherwise general health good.
Cuttack	<i>Nil</i>	Weather cloudy; reaping of <i>sarad</i> completed with an average outturn; standing crops are doing well; price of rice stationary; fever prevails; isolated cases of cholera are reported from the interior, otherwise health good.
Midnapore	1	Weather cloudy and cool; standing crops are doing well; a few sporadic cases of cholera and smallpox are still reported.
Khulna	"	Slight rain; weather cloudy and cold; <i>amun</i> paddy almost stored, outturn good; winter crops are promising; prices of food grains stationary; public health good.
Dinagapore	<i>Nil</i>	Prospects of winter crops good; land is being prepared for <i>bhadoi</i> crops; price of rice varies from 11 to 20 seers per rupee; sporadic cases of cholera prevail in two thanas.
Pubas (Serajunge)	06	Weather colder than before; the late rain has done some good to standing crops; some <i>rabi</i> crops have been gathered; rain is still wanted; price of rice stationary; public health good.

Presidency or Province and District.	Rainfall for week preceding.	State of agricultural prospects.
Bengal—contd.		
Gya	22	Weather fair and cool; the late cloudy weather injured <i>rabi</i> crops to some extent; prices of food grains normal; poppy is in flower; 637 persons are on road works and 88 persons on relief register; public health good.
Chumpan	Nil	Prospects of <i>rabi</i> and poppy crops continue favourable; prices stationary; public health fair.
Shahabad		Weather is unfavourable to poppy crop; blight has increased.
Mozufferpore		Condition of poppy crop is good; collection of opium has commenced.
Sarun		Poppy crop has been seriously damaged by blight; collection of opium has commenced.
Monghyr		Prospects of poppy continue good, and opium is being collected.
		<i>General Remarks</i> —There has again been some rain in a considerable number of districts throughout the province; it has benefited the standing crops generally; harvesting of <i>rabi</i> crops is going on, and sowing operations of <i>boro</i> paddy are nearly completed in Dacca; lands are being prepared for the ensuing crops; prices of food-grains almost stationary; cholera and smallpox prevail in many districts.
N.-W. Provinces and Oudh—(Feb. 19th)		
Benares (Feb. 17th)	No rain	Crops doing well; peas, barley, and wheat cropped; estimated out-turn, 12-anna crop; opium doing well; bazars well supplied; prices moderate; no sickness of men or cattle.
Gorakhpur (" 16th)	Nil	Sky cloudy; fine weather wanted; crops good; opium season commencing; trade still dull; prices stationary; health good.
Fyzabad (" 17th)	No rain	Weather clear; crops in splendid condition, and prospects good; prices almost stationary; slight cattle-disease in two tahsils; general health good.
Lucknow (" 16th)	"	Weather cold; strong west wind; wheat and <i>carson</i> crops suffering from blight; <i>arhar</i> and peas somewhat damaged by frost; poppy in flower; opium-extracting commenced; supplies sufficient; prices steady; health of people good, as well as the condition of cattle.
Rai Bareilly (" ")	Nil	Weather cold and at times cloudy; <i>rabi</i> prospects good; markets well supplied; prices steady; public health and condition of cattle generally good.
Partabgarh (" 17th)	"	Variable winds with clouds; insects have attacked wheat and to a less extent barley; reports now received show that opium suffered considerably from hail; prospects on the whole still favourable.
Allahabad (" ")	No rain	Weather clear and unusually cold; on the whole prospects excellent; though wheat and gram a little injured on account of previous cloudy weather; prices stationary; health good.
Cawnpore (" ")	"	Weather cold; crops slightly injured by blight and insects; sowing of extra crops continues; poppy partially in flower and crops on the whole flourishing; prices easy; smallpox has appeared in one pargana; cattle in good condition.
Banda . (" 16th)	Nil	Weather clear; crops flourishing where not damaged by hail of the 27th January; prices stationary; no distress.
Ballia . (" 16th)	"	Weather occasionally cloudy; <i>rabi</i> prospects favourable; pea crop being cut; condition of cattle and market satisfactory; health good.
Farakhabad (" 17th)	"	Some damage is reported to have been caused to wheat by the <i>germs</i> insect; slight fever in two tahsils.
Sitapur . (" ")	"	Weather clear; high west wind occasionally; prospects good; collection of opium commenced in pargana Mirrik; health good.
Barcilly . (" 16th)	"	Crops good; sugarcane about half cut, everywhere good; weather cold.
Kumaon . (" ")	No rain	Weather cold; crops doing very well but require sun; prices stationary; general health good; reports of fever in several villages in different parts of the district; cattle-disease continues.
Agra . (" 17th)	"	Weather cloudy, unfavourable to crops; prices steady; health good.
Jhansi . (" ")	"	Mildew has appeared in places, otherwise the <i>rabi</i> and opium crops are good; prices rising; health of people and cattle good.
Meerut . (" 16th)	Nil	Weather cold; crops flourishing; supplies sufficient; prices steady; health good.
		<i>General Remarks</i> —Weather cold; some crops have suffered in places from blight and insects, and opium in Partabgarh from hail; general prospects are however still favourable; prices continue steady, and the general health is good.
Punjab—(Feb. 18th)		
Delhi	No rain	<i>Rabi</i> crops promising; health fair; prices almost stationary.
Hissar	"	<i>Rabi</i> crops flourishing; health good; prices stationary.
Umballa	"	<i>Rabi</i> crops flourishing; health and prospects good; prices stationary.
Jullundur	"	Health and prospects of coming crops good; prices stationary.
Amritsar	"	Health and state of crops good; prices almost stationary.
Sialkot	"	Health and crop prospects good; prices stationary.
Ferozepore	"	Health and state of crops good; prices stationary.
Lahore	"	Health good; state of crops fair; prices slightly rising.